#33

THE SAILORMAN

POLYNESIAN CATAMARAN ASSOCIATION JOURNAL

DECEMBER 1983

JAMES WHARRAM DESIGNS HAVE RESIGNED EN BLOC FROM THE P.C.A.

C O P Y FOR NEXT ISSUE by APRIL 1st PLEASE

JAN 7

AGM

LONDON CORINTHIAN S.C

MEETING EXETER MARCH 3 1984

DAVID MILNER HAS WRITTEN INVITING
PCA MOCRA AND AYRS MEMBERS TO JOIN IN
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A very funny article with a Cowes address? With Colchester post-mark Would the contributor please make themselves known, and I will publish same.
Ta Ed.

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FROM THE EDITOR

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Cartoons by SONIA.

FRONT COVER

"IMAGINE"
THE TURNER FAMILY
with their ORO
off to sunny climes
Drawn by KATHY SHARP
from a photo by SONIA.

BACK COVER

Bottom photo.
UNITY with IMAGINE in the background.
Above. A TIKI 21 being assembled by Morris Killern with help from Paul Wells. Morris in shorts

Which way the P.C.A.?

I have been Chairman of the P.C.A. for 7 years now and the P.C.A. is 16 years old. Thirteen years ago I embarked on building my Narai up in Scotland, eventually completing it some five years and three Navy jobs later. Since that time I have enjoyed sailing her and doing my own thing.

A year ago I had a heart attack and though my recovery has been very good, I have had to go for a smaller boat with less heavy gear and more easily manageable by one person. I therefore feel that it is time that I stepped down as Chairman as I no longer own a polycat and it is about time there was new blood.

The P.C.A. membership has declined somewhat over the last few years as the table below shows:-

	U.K.		Canada & U.S.A.		Europe	Aust. & New Z.	Total
1980/81	258	(51.1%)	85	(17%)	84	73	500
1981/82	222	(51.7%)	93	(21.7%)	72	42	429
1982/83	201	(52%)	81	(21%)	69	35	386
1983/84	144	(49%)	74	(25%)	37	38	*293
							363

* say 70 more from "reminder" letters

The figures for this year, I think, are artificially gloomy as the "reminders" for the unpaid up members have only just gone out; 150 odd and we would expect renewals of some 70 - 80 or so from these. Does the decline in our membership reflect the world recession, or is the P.C.A. not fulfilling the demands of its members?

In earlier years the P.C.A. helped those building the larger traditional designs, who like me, laboured away for quite a few years. They needed support when the running got rough and were able to see and talk to other builders, ironing out their problems and getting new ideas. Do we still have as many builders of these larger designs or is the emphasis changing to the smaller designs which take less time to complete and have beautifully comprehensive plans?

For those of the Association who live away from U.K., the major part of the P.C.A. is the Sailorman, unless they are able to get together as the "Polycats" do in Canada and U.S.A. The Sailorman has altered in the last few editions, as if it had been kept in the previous format, the cost would have doubled. The Editor has had to make changes in the method of printing and is now beginning to finalise a format which should be more cost effective.

It has been asked if anyone has any ideas for a more equitable division of labour in the world wide P.C.A.? Having a committee spread world wide may have its problems of communication and management. Looking at the two largest groups of members U.K. and U.S.A. and Canada, the percentage of the total membersnip for each year has been around 50% and 22% respectively. What do you as members feel?

Remember the Committee are only your servants and the P.C.A. has its strength not as individuals but as a body.

Let your Committee know your views.

Which way the P.C.A.?

Bob Evans.

High technology comes to the P.C.A. computor printing by dots. Is this why I am going dotty? Or is it the SAGA that is unfolding in the corridors of 'Power' in the P.C.A.

Will J.W set up a rival magazine ? Does R.W realy intend a take over. Who will be the next chairman? Will the next secretary have an affair with the editor? (cor.). Is the editor a paranoid schizophrenic??? I'm being watched,which of me said that? Where do the dolphins stand in all this, (stand ?). Perhaps that is why they all ways seem to be laughing. Laughing at the antics of us humans. Yes folks it is my fault again. I am accused of destroying the P.C.A. all on my own too.

The nitty gritty is that Jim objected to me including MOCRA or AYRS events in The Sailorman. The crunch came when there was an event, (reported in this issue by me),put on at the same time as a PCA Wharram event and in a near by area. Several attempts to combine were made but Jim refused to discuss it, because of rival designers making capital out of it. Now I believe that Jims designs can stand against any bodies and though they may not be the fastest or the roomiest or whatever, they are Wharrams and that makes them the best allround boat anywhere, for home bulding sail or build anywhere with the widest variety of materials. Just read the back issues. Now there are quite a few members who have sliped and have other types of boat. One is even said to have (sshh) a unimaran. Well those members will likely at some time procreate and quite proberbly use the excuse of having offspring to build another Wharram. What else. I mean the new designs are much simpler construction. Arn't they dad!

I joined The PCA because it fitted some of my fantasies, I don't intend to let it become a nightmare. Since joining I have had more fun got off my bottom more and watched less t v and met more great people than in the rest of my 48 years. I hope to share that kind of experience. Maybe if I had some one who has been a member from way back to look over my shoulder and discuss problems then I would not cause so much dust. I could do with some help now and again. So far I have mostly got it from non members. To whom many thanks. A copy takes most of six weeks spare time and twice a year and probberbly costs a lot more than expences show, but as it is a hobby this is not important. If it becomes a chore then Who needs it. Oh Wow.

Bob has elected to stand down as chairman next term. Step forward all you budding chairmen, sorry persons.

Anthea is back in the hot seat as Sonia has been unwell, get well soon Sonia. Anthea is only doing the job as secretary untill the AGM. So another secretary please step forward we need you.

SWEETNESS AND LIGHT GENTLEFOLK OF THE PCA. And good sailing.

Norma

A MESSAGE FROM Sonia

Hello folks, and goodbye. I dont think you have had such a short serving secretary before. I always did like setting records. Unfortunately my health has decided that it didnt like the way I treated it, and has decided to give me hell for a while. Suffering from the proverbial bad back, (no, it is not stuck to the matress) I have had to retire in mid term, and good old (if she will pardon the word) Anthea has stepped in to take over. Sorry for delays etc.

Happy sailing.

Sonia.

Cartoons by SONIA.

They sometimes show signs of intelligence.

'MUDSHARKS'

GUIDE TO THE GUADIANA

by Andy Smith

DURING the late summer and autumn of 81 I sailed 'MUDSHARK', my TANE, to and over wintered in the River Guadiana

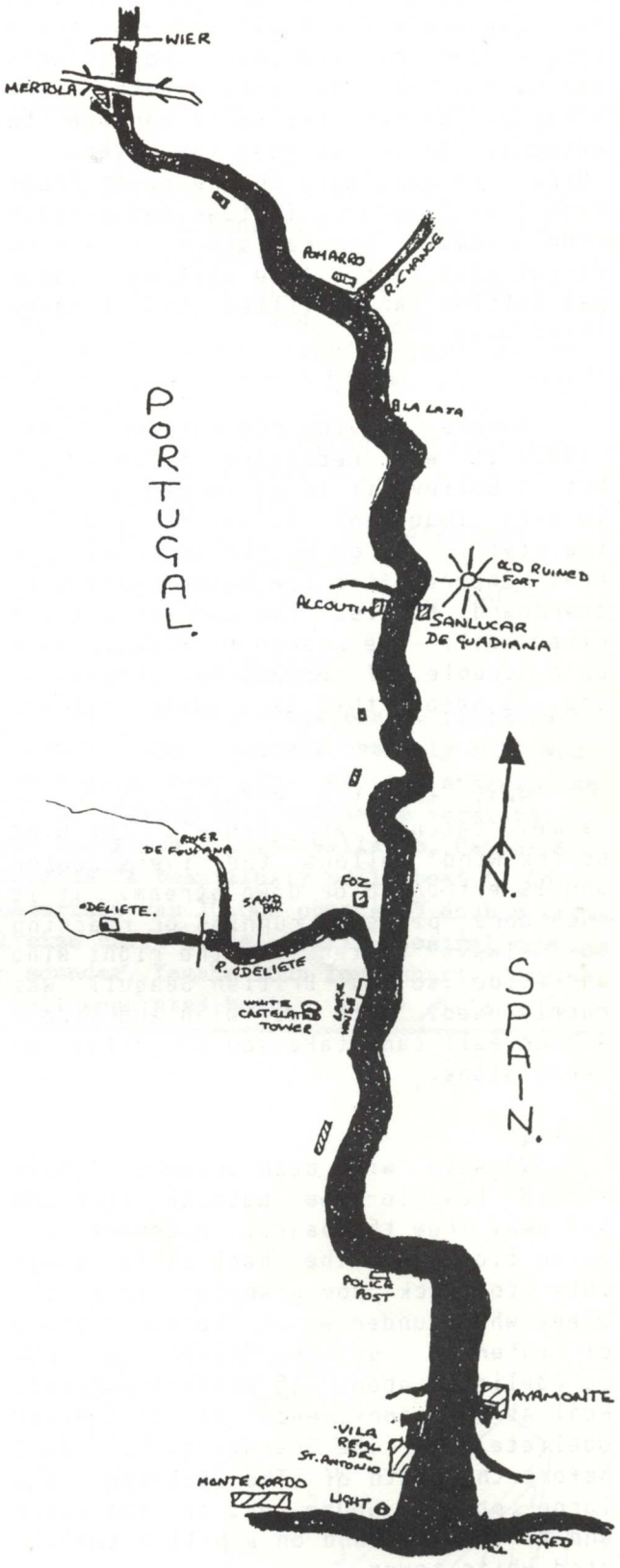
The river forms the border between the Algarve (Portugal) and Andalucia (Spain) for the first 30 miles or so north from the coast. I found it to be well suited to the needs of cruising folk who do not want mains electricity and 5 star restaurants.

The climate is mild in winter, no harbour fees and the chance of sailing in sheltered waters through tourist free countryside make it ideal for spending a winter. The Guadiana is deep enough for UNIMARANS to navigate with safety for some 40 miles. I took Mudshark 50 miles up river.

Although there is a bar across the River entrance the buoyed and lit channel gives easy access. It is dangerous to cross the bar with strong onshore winds especially on a falling tide. As you near the Portugese mole (very long) stay well over to the port side of the river as the sea wall on the Spanish side is submerged for most states of the tide.

If you intend to sail up the Portuguese side of the river (the best way) it is necessary to BOOK IN at the Vila Real de San Antonio. Failure to do so will bring the wrath of the border police down on your head. Only six foreign yachts are supposed to use the Harbour at a time but when I was there this rule was not enforced. The last two rafts against the river wall are allocated to yachts. (see plan).

Completing the paperwork here entails a visit to the border post at the ferry terminal for a stamp. Around the port there are 2 to 4 police on duty round the clock and I always felt all my posessions were secure if I left the boat.



RIVER GUADIANA
NOT TO EXACT SCALE.

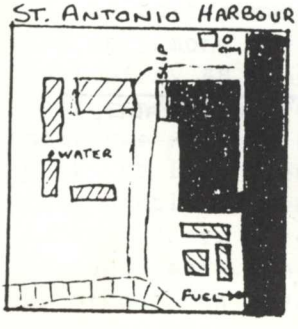
The town is a mile from the harbour and most things are available somewhere . There is a weekday morning market in the towncentre for fruit and veg, bread etc. food prices are low. Hot showers can be had at the public baths very cheaply, as can the ferry service to Agamonte (Spain) accross the river.
Diesel is available on the river front from 1 of 2 garages in town and parafin from a small general store in a back street next to the fire station. Calor gas bottles can be filled but it takes three days.

Before leaving the harbour (1981 -1982) it was necessary to book out but I believe it is no longer so. It is very important to use the tides in the river. To go up stream leave Vila Real 2hours after low water keeping to starboard to miss the mudbank off the river wall. The change of flow is held up a couple of miles up stream so leaving before this is a waste of time.

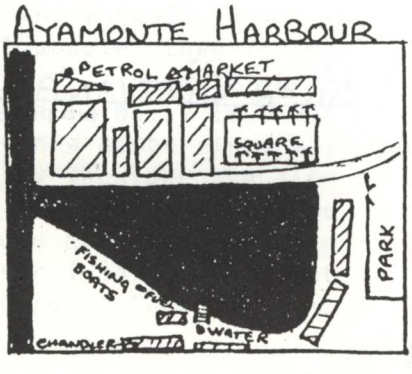
Away from the estuary the river valley catches and funnels the wind so the wind follows the rivers course and is either up or down stream. It is much more pleasant running or reaching so I always waited for the right wind and tide so my British Seagull was rarely used. With fair wind and tide a 4 hour sail can take you 30 miles on Genoa alone.

Vessels with 'deep draught' (1.5m+) should keep to the outside of bends and away from the banks. Mudshark can go so close to the bank it is possible to pick pomegranates from the trees while under way. The first place of interest up the river is FOZ de Odeliete about 15 miles from Vila Real at the confluence of the River Odeliete and The Guardiana. Just before the mouth of The Odeliete is a large modern house next to the river and further inland on a hill a castelated white tower.

VILA REAL DE
ST. ANTONIO HARBOUR



AYAMONTE HARBOUR



The Odeliete has a bar accross the entrance with only a couple of feet over it at low water but inside there is 2m+. It is best to moor fore and aft and take bow and stern lines to trees on the bank. Using this method Mudshark and several other yachts remained secure in flash flood streams of 8 to 10 knots.

FOZ is the least 'modernised' village I have seen in Europe. No running water, gas, roads, cars or T Vs yet the 40 or so people managed with only the occasional trip to Vila Real by taxi for 'luxuries'. Fresh water is available from the village pump.
Francisco's little bar is also the post office, shop and restaurant. He has the only telephone. Bread is delivered once a week to the other side of the river and comes across by rowing boat and must be ordered. The lack of amenities gives the village and its people a special character and makes it my favourite port of call so far.

A mile or so up the Odeliete on the penultimate straight before the weir is a gravel bar which is quite level making it an excellent place for careening catamarans. It is dry for four hours or more around low water.
From here on the land gets wilder, higher hills.more wildlife like cranes, turtles, various snakes, lizards and scorpions to name a few. I even caught 7 species of barbel (fresh water fish) the British Museum asked me to send as they had not got a specimen.

The next notable place is Alcoutim and across the river, in Spain, Sanlucar. Alcoutim has a concrete river front, and is the station for the police's powered inflatable patrol boat. An average tide will bring you here from Vila Real and most boats seem to overnight here and then return to Vila Real. Alcoutim has several small food shops and a tobacco shop, cafe's and bars. Opposite, in Spain high above Sanlucar is an ancient ruined fortress reputedly Moorish.

In the main river in settled weather Mudshark is happy swinging to one anchor (10kg Bruce) and it saves a lot of time with shore lines for short stops. But never leave your boat unattended like this because rafts of bamboo and bits of tree can come down river and foul the anchor warp adding considerably to the load on the anchor.

Above Alcoutim there is a beautiful NARAI moored on the Spanish side off the owners small holding. They have been there three years and seem very happy.

Further up the River Guardiana the River Chance is joined and from here both banks of the Guardiana are in Portugal. Immediately above the River Chance which is un-navigable is Pomarro once busy, prosperous,small town. Now the mines that supported it are worked out and the shoal-draught workboats which used to call are gone. The loading cranes and machinery are rusty and derelict and the people are gloomy.

Above Pomarro the river narrows very gradually and the land even less populated and wild. In the shallow water along the banks rocks appear above the water but there is pleanty of water midchannel. The last five miles before the next town, Mertola, do call for strong nerves but by now you should be able to read the river and stay in deep safe water.

Mertola is a large town built on a hill topped by a castle, protected by old walls and water on two sides. I would think the old part of the town is very old but could not find out any of its history. There is no town centre and you have to search out the shops you need.

Just north of Mertola is a road bridge across the river the first since Vila Real 80Km down stream. Half a mile above the bridge is a weir blocking further passage. I took Mudshark right up to the weir in two feet of water so I think I can claim to have cruised further up The Guardiana than any boat in recent times. How many offshore cruising craft can stay afloat in two feet of water!

A N D Y

It is not often one hears of the death of a P.C.A. member so it is with regret that I announce that John Clark of Barnes died recently.

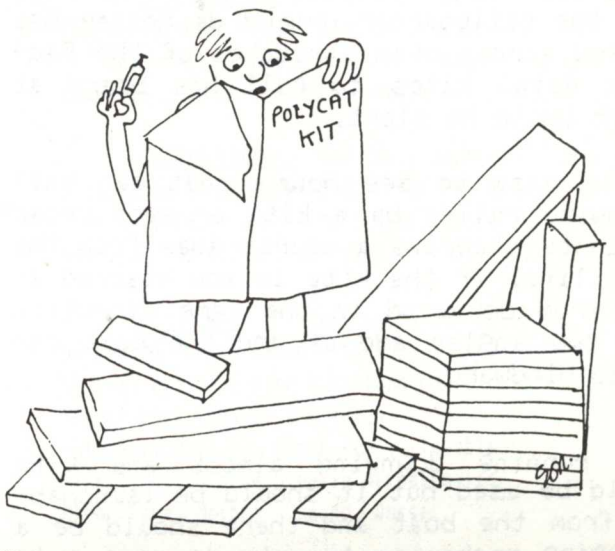
He had been ill for some time and I'm sorry that I did not get to know him better. Surely you'll join me in condolence with Mrs Clark and the Clark family.

John has been trying to sell his Raka since he became ill.
It is still for sale.

AT HALF THE PRICE OF MATERIALS
Offers around £5,000
To.Mrs CLARK, 56 MADRID ROAD, BARNES, LONDON SW 13.

FOR SALE

RAKA. Built by Stalbridge Boats, finished by John Clark. 15mm Cascover over ply hull and 9mm deck glass over ply. Proctor spars,Banks sails, SS rigging with extensive wardrobe. Lloyds insurance report available, Camper & Nicholsons "A beautifully built boat." Cost of materials was 10,000 pounds. 3 double berths Full size chart table, Seafix, Sestral compass, echo sounder, Yamaha 10hp long shaft. Complete and well appointed boat. NOW £5,000 o.n.o.



With the glue provided, join part A to part B along the line marked X.

Have you tried

KITE SAILING?

by THEODOR SCHMIDT

Many types of sail rigs have been developed to drive boats. One of the more unusual ones is the kite sail, which, after a sparse history of development, is finally beginning to be taken seriously.

The idea of pulling along boats with kites is not new: the Samoan islanders are reputed to have used kites for propulsion as well as for fishing but in more recent times kite sailing has only been practised by a few individual experimenters. The Bristol schoolteacher George Pocock achieved considerable success in the last century using kites both on water and on land; he is reported to have travelled from Bristol to London in his kite propelled carriage in less time than the mail coach!

The American Samuel Cody, who became the kite officer of the British army, made a Channel crossing by kite in 1903.

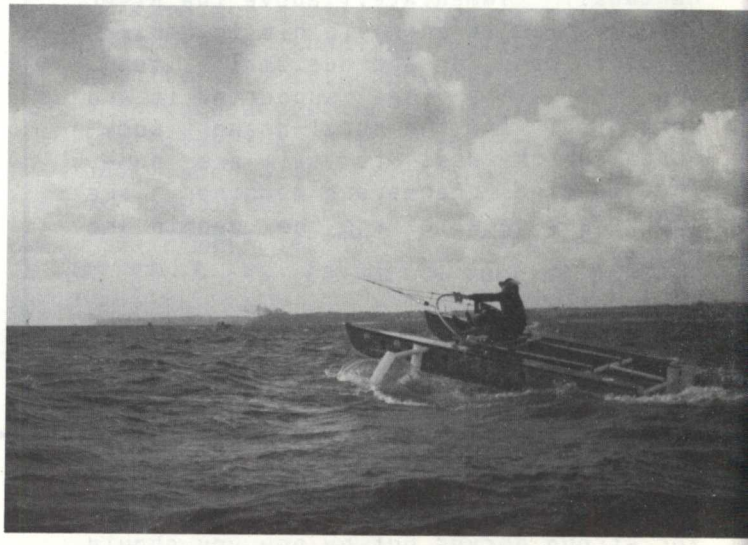
In the last decade kite sailing development has been persued by Gordon Gillett in the US and in the UK by Keith Stewart and Ian Day with their respective teams of helpers. Stewart crossed the Channel in 1977 in a small catamaran using six Gillett delta kites and Ian Day and Martin Rayment currently hold the world C-class speed sailing record, which was done in Portland harbour with their modified Tornado "Jacob's Ladder" powered by 15 Flexifoils.

Several people, including the author, have done short coastal passages by kite and the sailboarder Arnaud de Rosnay has sailed across open stretches of the Pacific using kites to pull his board at night while he slept.

It is easy to see how a boat can sail downwind pulled by a kite or even broad reach by steering a course away from the kite line. If the kite is now steered away from downwind in the same direction the two angles add up and the boat can go to windward.

For running downwind almost any kite could be used but it should be launchable from the boat and there should be a tripping mechanism to make it stop pulling. For going upwind the kite must be steerable usually using two lines. Pocock used 4 lines to control his more or less traditional kite in both yaw and pitch. Traditional kites are made from material stretched over a framework. In present times there are a number of two line stunt kites available which can be flown in multiples to produce considerable pull. They are difficult to launch on the water and usually need a decent wind.

Then there are the soft kites which have no spars and maintain their shape due to their rigging lines and due to the airflow which is used to inflate and stiffen the structure. The most sucessful of these is the Jalbert Parafoil which is mostly used for parachuting. These kites are very tough and can be steered to pull a boat to windward with little attension needed. They can hardly be stacked and won't fly from the water but some work is being done on boat launching systems.

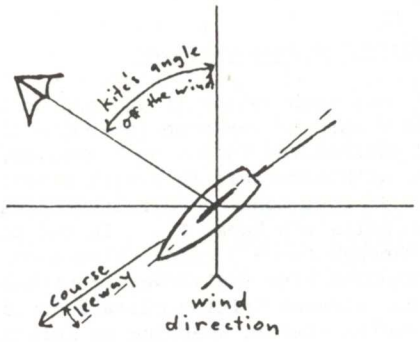


Keith Stewarts "Hi-Fly" foiled cat

There is a whole range of inflatable kites available from Stewkie Aerodynamics which can all land and take off from the water. The most efficient one is called the Parasail and resembles an inflated Parafoil. Another model becomes completely buoyant if filled with a lifting gas and can then be used in the lightest of winds and is extremely stable even far out to the side. Some of these kites can be flown on a single line using radio control to steer them.

Another kite called the Flexifoil is a hybrid. It has a single bending spar and an envelope inflated by the air-flow. These kites can be flown in ladder-like stacks and are extremely powerful, pulling up to ten times as much as a sail of the same area, but need skill and concentration to fly and won't launch off the water.

KITE SAILING TO WINDWARD



Kite sailing boats can self steer in the sense that the hull will maintain an angle to the kite line such that the direction of pull passes through the center of effort of the hull. The course of the boat is thus determined by the setting of the kite and by the point of attachment of the lines. A rudder is nevertheless useful for manoeuvres.

Kites are effectively air-borne square sails so on most craft running courses are easy to maintain and gybing is simple whereas tacking is difficult or impossible. Using the kites with a proa avoids this difficulty: while shunting a proa with a fore and aft rig is complicated, with a kite it is a very slick and positive manoeuvre consisting of changing the fore and aft assymetry round by either shifting the point of attachment of the kite lines or by changing leeway-resisting boards or even by weight shift on smaller craft.

A craft which is completely symetrical and therefore both a catamaran and a proa is thus an ideal boat for kites, as it can both gybe and shunt. Wharram type polycats are quite close to this although it would perhaps not be prudent to sail one as a proa without modifying the rudders.

So far, noone has crossed an ocean using kites but when someone does, a polycat would be a good boat for the job, as (without the mast) there is more deck space available than on other boats. In practical terms, for kites to be sucessfully launched and handled on a boat, they cannot really be much longer than the available deck size.

At the meeting at JWD in Devoran last August I tried a few kites on the smallest coastal trek design, the Hitia, having removed the rig. Even in the very light wind barely sufficient to get the kite up and with three people on the tiny craft we reached back and forth on the Carrick Roads at a few knots using a 3 sq m Stewkie Semisail inflated with air.

As kites are lighter and cheaper than the rigs they replace, they would make good jury rigs both for disabled yachts and their liferafts. Suspending a radar reflector from the kite also increases enormously the chance of being picked up by a search.

BEN OAKLEY using a 3square metre STEWKIE Semi Sail on short lines.

REFERENCES.

Most kite sailing articles are to be found in The Amateur Yacht Research Society publications, the most recent in Nos 97 & 98, 1983.

KITE SAILING, A survey by Theodor Schmidt; Boat technology International 1981. This contains an almost complete list of previous references.

JACOBS LADDER, Ian Day. Yachts & Yachting 17 December 1982. THE KITES COME INTO THEIR OWN, Multihull International, No 177 October 1982.

Scources. Most kites can be purchased or ordered through kite stores, e.g. The Kite & Balloon Co. 613 Garatt Lane, London S W 18.
Information..... About the Inflatable STEWKIE KITES from Stewkie Aerodynamics Manor Farm, Melbray Osmand, Dorset.

Theo.

Rigging a Shelter for boat-building

By Syd Surey-Gent.

Boat building goes much better if you can do it undercover. However, the cost of hiring a barn or workshop is prohibitive, that is if you can even find one, and scaffolding is not much cheaper. So, do it the R.A.F. way. Rig a shelter, with materials that will come in useful on the boat later. Our shelter is 44 feet long by 22 feet wide, and in it we have nearly completed both hulls ofa Narai IV. In the three years it has been standing we have gone through force 9 gales, blizzards, hail and torrential rain, as well as a drought with twelve week continuous sunshine. Of all the weather that our strange British climate could hurl at us, the sun did the most damage, making plastic sheeting go brittle and poly ropes fall to bits like so much cobweb.

You will need long lengths of board; we used the 3x1½ that would later go as decking. Lash up a series of frames using rope or old nails to fix. Cover the ridge and side ridges with old carpet, to help prevent chafe. In our 44 feet length we have five frames. You can adjust acording to the size of boat you are building. Drawing 1

Make the whole structure firm but not rigid, by triangulating every frame using poly rope. The whole point of a rigged structure is that it moves with the weather to a certain extent, not resistant like a scaffolding. Miles of rope are needed, but use the very cheapest stuff, it will always be useful on board the boat once you are at sea. Use clove hitches to hold everything. It is a universal hitch that will never let you down if tied correctly. Drawing 2.

All the rope inside means that when you come to cover the structure with plastic sheet, use the woven poly-tarps if you can, no area of plastic is left unsupported for more than a few feet. What you have done is make a giant cats craddle, or string bag. Tie the polytarps down so that any rain will be shed over the sides, and try to avoid any bagging or wrinkling of the plastic. This will only result in water collecting where you do not want it and areas of rubbing and chafe. To keep the roof cover taught, thread rubber cord (bungee) through the eyeletted edges, and tie down to this cord instead of direct to the plastic.

Attach weights around the bottom of the frame. We used iron rods that act as reinforcing in concrete, but you can use anything that is a bit heavy. If there are no handy items such as concrete blocks, insides of night storage heaters, or lumps of old iron, then make sandbags using lengths of layflat tube filled with any old gravel and sand. Dont be mean with the weight. Remember in a force 9 the structure will try to act as a great sail if the wind gets in underneath. Keep your plastic tied as close to the ground as possible.

Once you have covered the structure with plastic, then get hold of some camoflage netting, and tie this over the roof area at least. This helps to reduce the wind effect, stopping the plastic from lashing itself to death on the ropes above and below it. Again the string bag idea. Drawing 3.

Finally, throw larger ropes over the tent from back to front and across, lashing down to the weights on the ground. Dont forget to leave one corner unlashable so that you can get in and out.

Happy Building

Sonia Surey-Gent.

P.S.

If you have only got smooth polythene sheet then buy Transclips from Transatlantic Plastics, Ventnor, Isle of Wight. They are very good, hold the sheet firmly without tearing it.

Syd.

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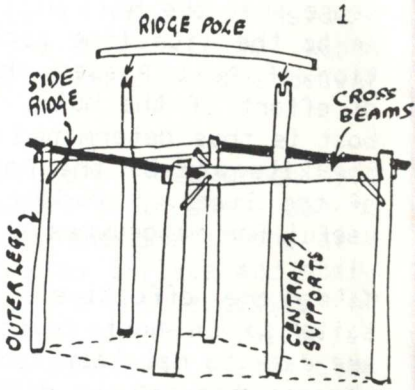

TIMBER FRAME OF 3"x1½" LATER USED FOR DECKING.

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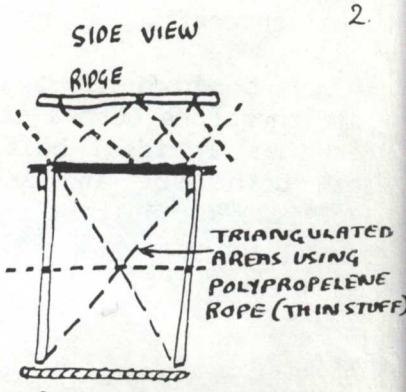

WEIGHTS LASHED TO BOTTOM OF LEGS.

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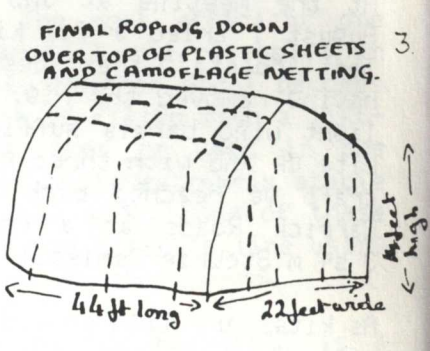


T E H I N I

TRANSATLANTIC

by A.P.DOWNS

I have been a member of The PCA for some years now and seeing an ad in The Sailorman asking for a crew to return their mother ship TEHINI from The Caribbean to U.K. Applied and was accepted. The venture was twofold, firstly to obtain practical knowledge of deep sea sailing, navigation etc. Secondly to find out if a Polycat would be my next boat. I would point out that James Wharram specifically aimed his designs at the do it yourself market, with easy to build V hulls, with emphasis on simplicity and cheapness.

So before I invested several thousand pounds on wood,glue, and nails plus a great deal of time and effort. First hand know how would be invaluable James had sold 6,000 plans around the world and from this The PCA has developed. VERY FRIENDLY and enthusiastic bunch.

After making arrangements with my Company, Ellis Jones & Co. Chemical specialists, to take ten weeks unpaid holiday, I flew out to St Lucia via Barbados.

Here the first of my misfortunes began. Arriving at Castries Airport, my luggage didn't. Clothes,diving gear, charts and photographic equipment. British Airways promised it would turn up within 5 days, after a lot of hassle they gave me £20 to tide me over, it bought a pair of trunks and a small camera clothing was very expensive. I took a taxi to Viqie Cove where Tehini was moored about 30 miles. The taxi driver did not endear himself to me when he ran over a dog, shouting, 'it's it's own fault' and driving on. He charged me £15 fare, after a dreadful row in which I found this was the standard rate,he drove off cursing.

She was moored out there in the lagoon, red tropical awning over the boom, soft glow of paraffin lights comming through. I belowed, 'Ahoy there TEHINI,' Roger Knight, Skipper, rowed ashore to pick me up. Roger had crossed the Pond before in a Tangaroa. I felt in safe hands. He introduced his girl friend, Ruth Ward, first mate and engineer. Roger had built airstrips, been mining, climbing in The Himalayas and been a ships photographer. Ruth had spent the last two years working fishing boats out of Dingle. You would have though she was more likely to be a competitor for Miss World, from Eire, her home.

The permit to stay had run out, they were not too fond of me when I mentioned lost luggage and hanging about for five days.We left after three I had one pair of jeans and two jumpers plus what I could borrow off Roger. In the tropics no problem. But we were bound for colder climes.

I pestered British Airways twice a day. they telexed London,Barbados and Manchester They believed my luggage had not been put on the plane after all. I had a look round Casteries, not very impressed, rubbish everywhere. Of course they had just got Independance from U.K. All faults were blamed on 'filthy white honkey capitalists.' Relations between St Lucians and anyone remotely white were strained. I was thinking, I wish I could claim social security, as they could if the positions were reversed. Talking to other sailors, St Lucia and other English administered Islands were the worst in the West Indies. The French colonies being well developed and looked after. Between 16th and 19th century changed hands 13 times between English and French.What amazed me most was the high cost of food when a large percentage of the poulation were on the breadline.

Passing the Islands was very pleasant, the water so blue and clear. During periods of calm we dived between the hulls and if moving slowly hung down on a rope ladder to cool off.

The first week time flew, every day was a different island and I was getting to know the boat and absorbing navigation etc. After passing Monsurat we headed off North East into The Big Pond passing Antigua to starboard. We hoped to pick up Westerlies across to the Azores but this did not happen until we were 600 miles out and the approximate latitude of Bermuda, Until then we were still in the grip of the Northeast trades and close hauled most of the time.

At this point I must mention our fourth crew member 'Katson'. During their stay in St Lucia, Roger and Ruth had been asked to look after a German cat, off a french boat while her owners visited America. They did not return in time, and rather than leave her on St Lucia where she would definitely have been eaten. She was to come to U.K and a new home.For anyone contemplating a long cruise I would reccomend having a cat on board, they are great company and fun. I spent many happy hours playing with Katson,watching her pounce on the occasional flying fish as they landed on deck. On night watches I would be in the cabin reading looking out every ten minutes or so, and she would suddenly jump down onto my head frightening me to death. After destroying my washing gear, toothpaste etc she would leave an offering such as a soggy piece of meat in my bunk, to be discovered later that night.

We proceeded in fits and starts days of absolute calm with sea like a mirror. About 400 miles East of the Azores and 4 weeks out the wind and sea got up we reefed down to mizen and jib, finally,as we were putting up the storm jib we found we were doing 5 to 7 knots under bare poles, running in force 8 to 9. The wind increased and the indicator was 'off the clock' force 10 plus. Accelerating fast down the waves estimated 35' and surfing at 12 knots. The rudders were clear of the water and steerage was minimal so streamed a drogue,a car tyre with plenty of chain on a 400 foot warp. This slowed us down and kept the stern in the water and stopped us pitchpoling. I swear at the height, even with the drogue, we lifted to 60 degrees on one wave that tried to wash away the slatted decks. I was definitly s**t scared and swore if I got to the U.K in one piece I would stick to the CUT in future. We did one hour stints for 36 hours by which time we were all knackered but we were down to force 7 and over the worst. We learnt that several monohuls had been out. Their procedure was to put up a storm jib, heave to and go below until the storm blew itself out. This is impossible in a Polycat as in the worst weather you have to run and steer or capsizing is a distinct possibility. (That deserves a few letters. Ed.)

We eventually made the Island of Horta and moored alongside The fascinating breakwater, where every visiting yacht has painted their Name, monogram, Such as, Chichester, Tarbely Colas, Eric The Red and the inevitable Killroy.

THE AZORES has the usual Portuguese hospitality, plus very easy custom passport facilities. They cater for Yottin folk. What a difference from the Caribbean where hard up yachts are considered a pain in the arse. I would not go across again, though to be fair others say that Bermuda is highly rated We spent two weeks in Horta, meaning to stay only one, but hospitality and prevailing winds and Pico wine, (Prevailing draught we assume, Ed.) prolonged the stay. The Island of Pico is only 8 miles across the Faisal Straits, 30 miles long with heights of 8000 feet a tremendous sight.

There is a small Whaling station here. They still row out in small boats and catch in the Traditional way. The only compromise is a small motorboat to tow the catch in, mostly sperm whale. Their catch is very small 3 sperm a week, when compared to Russia and Japan It is awesome (horrific. Ed.) watching a 45 foot whale being towed in, especially when puny humans render them down to blubber. bones and offal. The sea off the slip was red with blood for fifty yards out. The smell and smoke from the vats. Indescribable.

I was very sorry to leave Horta being so friendly, and cheap to live. We ate out nearly every night. A meal of soup, steak egg and chips,and cheese and half bottle of Pico wine. 95 pence (1980).On provisioning for three people for two weeks Ruth estimated £30 U.K. came to £13 in Horta. Plus they delivered Ruth and provisions to the boat. The biggest upset of the trip was when we found out it would cost £150 to bring Katson into U.K. and put her in quarrentine. It would also mean landing at Southampton. Ruth and Roger decided to leave her in Horta, and a good home was found for her by Peter of Peters Cafe, every yottie must visit Peter and Club Naval. I especially missed Katson being in solitary in the stbd. hull.

The wind map for this time showed 80% Westerlies,we only found N E and calms and what should have been a two week trip to Salcombe, 1500 miles developed into three and a half weeks. We rapidly ran out of varieties of food and such, milk, jam, fresh veg etc. Ruth delved into the bilges and came up with some packets of Rivita a year old, they were still reasonable, only a few weevils a slice, extra protein, I ate the lot. Apart from the odd glass of wine we were a dry ship, Our normal shore habits of three pints a night were curtailed. I felt much better for it,Seriously, I felt my memory improved short term data, and odd bouts of depression disappeared. I shall not go into my sexual habits on shore or afloat but when Ruth appeared in a very revealing bikini. I had to take a cold sea shower.

NIGHT WATCH WAS 3 HOURS ON AND 3 OFF. During the day, in between eating bouts, we would read, swim and if calm design the perfect boat. All the way across we had the company of dolphins, they are fascinating to watch playing in the bow wave. We saw the occasional bow head whale, shark and turtle. The biggest menace to swimming were the jelly fish, Portuguese Man O'war, One poor fellow at Horta surfaced under one while cleaning his boat. The whole of his back looked like the surface of a raspbery. Two tragic stories, verified, brought home ones vunerability at sea.

,First.A French couple got caught in a storm touring the Islands, the wife,fell or was washed overboard,the husband gybed round to pick her up but failed after two attempts. In desperation roped himself on and went over the side on the next pass but failed again and only just got back on board before collapsing from exhaustion. He never saw his wife alive again, she was washed up on a nearby island.

Second. The skipper of a charter boat went up the mast in a bo'suns chair to undo a jammed halliard had a heart attack and died. They kept his body for four days but had to put him overboard because of the heat. The charter party could not navigate and were lucky to be found as they were sailing round in circles.

The last week of the voyage was quite exciting,the weather variable and a vast increase in commercial traffic. At night one had to keep a very good lookout, especially for fishing boats that seem to hunt in packs and appeared everywhere.

My reflections on the voyage in a nutshell. The Caribbean is not quite the paradise it is made out to be High prices, bureaucracy or the sullen attitude that pervades many of the islands. Any further cruising will be to the Azores, Madeira, Canaries, but preferably nearer home. Like The Isle of Man.I doubt if I would want to spend 30 days at sea again in one jog.

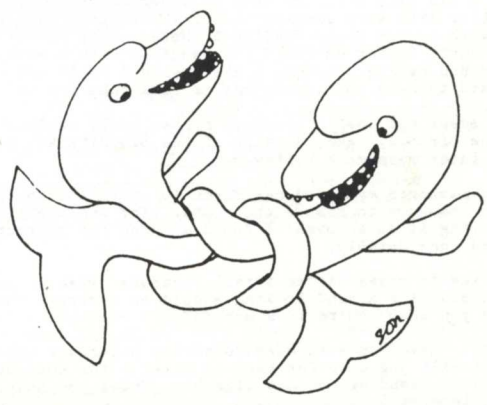
I certainly would not pick a Wharram again. They are ideal for the tropics, Very poor accommodation except the very large designs. They do not go to windward very well and the short pitching movement when beating is impossible to anticipate in any weather. They are beautiful down wind, smooth stable and fast,except in heavy weather when a mono scores being able to heave to. They are difficult to manage in confined quarters. Though designed to be made out of marine ply and deal stringers the increase in materials cost does not make them cheap to build anymore. Mooring fees are also usually higher.

FOOTNOTE

After sailing a 31' Nantucket Clipper Yawl around The Irish sea and The I.O.M.a monohull I have been converted back to cats. I was never sick on a cat but very queasy on the mono.

I AM NOW, WITH MY WIFE JILL, BUILDING A PAHI 31' AREOI.
A WHARRAM OF COURSE

Tony Downs.



So That's what they mean by Dolphin Interlock!

NEXT MEETING
SATURDAY NOVEMBER 5, 1983 AT 8 P.M. AT NOAH'S, 2242 LAKESHORE BLVD. WEST TORONTO. CALL DAVID OR NEILA AT 259-7555 OR ROLY AT 423-2522 FOR DIRECTIONS OF NEEDED. SEE YOU THERE.

In the spilt champagne department new launchings include the Tangaroa of Steve and Sherry Veale launched July 31st in Greenwich New Jersey and Peter Maclean's Hinemoa launched August 11th in Toronto. May all their voyages be happy ones. And yes, you guessed it, our boat has not made it into the water yet.

* * * * * *

As promised in the last Polycats, we held a raffle at the Sail-In for the MARY ROSE items (a book, a framed picture and a poster) brought over from Portsmouth by PCA member Mike Northeast. The proceeds, $29.10, have been sent to the Mary Rose Trust.

* * * * * *

NEWS FROM BOB BURDETTE ON NIGHTCLOUD
Excerpts from a postcard
"St.Croix is certainly a multihull centre. Two Narais in the charter fleet,one pretty much as designed, the other with extensively modified decks and cabins. In Roadtown as I left for St.Croix, we had Shadowfax 65', Eagle 70' and Ppalau. What a sight as the three sailed out of Roadtown together. I tagged along behind. I was going to say in their wake but those Sprenks don't leave any wake. Incredible! This place is really amazing. I mean, it does have its faults, etc. but hell, right now I'm sipping a lime daquiri under a palm tree looking out at the fleet anchored off Protestant Cay with the hills of St.Thomas coming in and out of the haze 40 miles north. The peopl of St.Croix, particularly the Buggumble Bar, have to be the best in the world, next to Polycat members! Say Hi to everyone for me."

EXCERPTS FROM A LETTER FROM JOHN BELLENGER ON PYXIS IN HORTA, AZORES
We arrived roughly a week ago. Shopping at one quarter Canadian prices (rum $1.32 per 26 oz, a good red wine at 54c per bottle, etc.) Visiting other boats and them coming to us, getting briefed on the next leg of our voyage, paper work at customs and port master. This place is very pretty and quaint. We'd all like to live here. You can see three other islands fom here. A great seawall has emblems, names and dates of thousands of yachts. We'll put ours up also. The Cafe Sport was a mecca for boat people. More mail there for visiting boats than at the post office! About 50 visiting yachts here!! In this rather tiny harbour surrounded by very high and steep hills, at night I often mistake cars up on the hills for the lights of aircraft. About 8 multihulls here, a big yellow Kelsall Tri, a Newick, "Rusty Nail" from Montreal (a beauty), a stainless steel yacht, Peter Tangveld is here in his South American built schooner after 5 years in China. Four of us here have had the same problem with our Autohelm 2000. That is, they all quit on the 4th day and turned our boats in a circle! This looks very bad for these unit. Warn any friends. They are supposed to be the best.
Navigation was easy and very accurate. We sailed right to our tiny target. Jonathon was the first to spot Flores Island - the most westward of the group. Then roughtly 200 miles further we sailed right to the island of Faial. At the last moment we ran up our Ernie-made Portugese flag and the yellow Q Flag, got decking lines out and the small anchor, dropped the main and came swishing around the end of the breakwater, amazed at the smallness of the harbour and at the large number of boats in it. Tom Jones met us in his dinghy and he got Diane aboard. No customs worry, the next ay was soon enough. Half furled sails flapping, rope everywhere, some dangling in the water, laughter, hugs and ha d shakes, glasses of wine, and the sun in the beautifull port of Horta. Promise of easy times after 23 days at sea. It was good to be out there on the sea, but its also good to be here too. Much, much happiness. It's WORTH it. An inner glow and good feeling. I can tell you that it sure is a beautifull experience. We saw popoises, flying fish, whales, sea birds, sea weed, ships, and sadly, a fair bit of litter. Our log register had just turned 1606 nautical miles on arrival. Looking forward to the next leg - Southern Portugal.

I felt confident in handling the boat with just the two of us. (It helps having a terrific captain I trust completely). I discovered during situations that arose due to bad weather or other unforseen reasons, that I was not as scared as I had expected to be because I had such confidence in Roly and the boat and you're too busy doing things to prevent a problem to think of being scared. Also - ignorance is bliss - chances were I wouldn't realize the danger until it was past.

The 1,000 Islands have got to be one of the most beautiful and interesting areas for cruising anywhere. Many of the islands are national parks and it was fun exploring them.

Tom and Mary Del Forge's "Hey Sailor" shoes were terrific. They are washable, they float, are fully adjustable, have great non-slip soles (we found them great for climbing rocks and generally hiking around the islands) and they prevented my stumbling toes from getting stubbed on deck hazards! They were a real hit at the Sail-In.

After my journeys from the galley on the port side to serve meals to Roly in the cockpit on the starboard side several times a day (what's a wife for after all?) and each time bumping my head on the boom, it became a ritual for me to bump into the boom and then Roly to say "Mind your head" - sort of backwards I suppose. It seems I beat my brains in. I got "shiplash". The symptoms did not show up until a week after we returned so this did not effect our cruise. The collar is adorable!

polycats — From CANADA AND U.S.A

issue # 28 • Polynesian Catamaran Association North American Newsletter • Sept. 1983
• edited and produced by David, Neila, Roly & Ginny •

(WELCOME TO THE CLUB NORMAN)

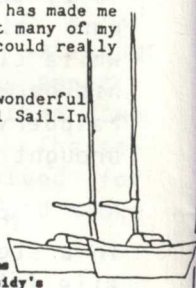
Fortunatly our Hina had a sprit rig, i.e. a loose footed sail and our Narai is a wishbone ketch - also a loose footed sail arrangement. Booms and I just don't get along.

Since June and July had been so sunny and warm, we feared for our three weeks in August, but the sun and heat held up nicely. (since bathing suits were the order of the day, I took far too many clothes and our one laundry trip wasn't really necessary.

It was fascinating to snoop on other Wharrams at the Sail-In to get ideas for the interior of our Narai. When we got home I had several changes in mind for our galley and deck seating arrangements (I'll leave the chart room to Roly).

In summary, our trip was a real success and I discovered that cruising in a boat with a cabin with full headroom has made me feel self-sufficient and this trip has laid to rest many of my previous fears of coping on an extended cruise. I could really get used to this type of life!

Thanks so much to the Heards for providing such a wonderful vacation, and to the Moizers for a truly successful Sail-In



THE SAIL IN

The "1983 Polycat Sail In " was- like all of the previous Sail-ins- a success. This yearh gathering took place at Cassidy's Bay on Howe Island. Our "hosts" for the weekend were Roxanne and David Moizer who were kind enough to have the gathering take place at their property. The large group of Polycat and sailing enthusiasts numbered about seventy. This year we had two trimarans from the Toronto Multihull Cruising Club. One was a Brown 37 called " Sarokadi", the other was a Rodriguez called"J.L. Seagull". It was good to have Wolfe and Sal and their crew members with us. Wharrams attending were: "Crikker" with Roxanne and David Moizer, "Ra" with Irene and Jack Dundas, "Mara Moog" with Karen and Niel McVean, and "Cariad II" (belonging to Margaret and Ernie Heard) but in the capable hands of Ginny and Roly Huebsch.

Saturday afternoon was spent sailing at the western edge of the 1,000 Islands with all the boats leaving the Bay. About 6 p.m., the barbecue was started and we all enjoyed hot dogs, hamburgers, corn, salads and water melon. In honour of Becky Ellis's birthday, a cake was provided and we all joined in singing "Happy Birthday". There was plenty of liquid refreshments too, including Jim Caldwell's famous and patented punch!

Later, we watched a slide show with Jim Caldwell showing slides of last year's Sail in, and Shirley Bailey showing slides of her cruise on "Night Cloud" as far as the British Virgin Islands. About 10:30 p.m., the party broke up. Some of us slept on Howe Island (in tents or campers), some retired to the tris and cats, while others spent the night at local motels.

The following morning was spent with some being thoroughly lazy, others looking at the progress on Andy Moizer's boat and giving advice, while another group pitted their wits against each other with a game of Trivial Pursuit. There was more sailing on Sunday afternoon for those who had not had to leave in the morning.

Many people contributed towards a great weekend , so perhaps it would be better not to name individuals for fear of leaving someone out, but we must mention 2 people- Roxanne and David Moizer. To the both of you, our grateful thanks for providing us with such a beautiful setting for SAIL IN 1983.

Margaret and Sian Heard.

WHAT I LEARNED ON MY SUMMER VACATION by Ginny Huebsch

With our own Narai, OBOREA, 90% completed, Ernie Heard and family kindly lent us their Tangaroa CARIAD II for our trip to the 1,000 Islands. (Ernie really didn't need CARIAD this summer as he was sailing the Atlantic from Nova Scotia to the Azores with John Bellenger and our son Jonathan on John's Oro PYXIS X).

I'll leave the technical details to the captain. My concern was adapting to self sufficiency and breaking my ties with land.

Being a big city girl, my only previous experiences with the primative life were camping in our VW van and cruising in our Hina with a deck tent. Finding a shower every two or three days was a must! Living on board the Tangaroa with a sink and a solar shower and having privacy, I discovered I could get clean and not have to dash off to marinas (a real coup for me).

I was sceptical that a pressure cooker could replace an oven, but one birthday cake, a batch of tea biscuits and a loaf of bread later made me a believer.

Having mastered my brand new Force 10 stove and the pressure cooker (be sure to remove the rubber ring and pressure valve when using it as an oven) I found my need for restaurants diminished considerably.

Anchoring in coves became a real pleasure. When do you ever see herons standing around looking stupid or muskrats swimming around you when you're in a marina?

Ladies! - have you ever considered the alternate uses of the plastic milk jug used for bags of milk? - the contoured shape - the joy of standing up just like him. Thank you Shirley for that gem of information.

AT CHAT

nother Sail-In has gone into the books, and the concensus seems o be that it was the best yet. The setting - the boats - the eople. Details appear elsewhere.

ach year new boats are launched, they sail around for a while nd then disappear over distant horizons, only to be replaced y new launchings. One would think that the mix at the Sail-Ins ould remain fairly constant. In fact this is not the case.

emember the first Lake Ontario Sail-In back in '77? We held the eeting at the Toronto Multihull Cruising Club that year and there ere two Hinas, a Maui and John Bellenger's as yet unrigged Oro Pyxis". We all sailed out in the small boats and gazed in awe t this immense craft moored in the lagoon and looking like othing less than a small aircraft-carrier. For most of us it as the first big Polycat we had seen. By 1978 (remember 40 eople trying to shelter from a thunderstorm in an 8 foot square ed?) Pyxis was rigged and Harry Ellis had launched his Raka Lanao". We found out that these big Polycats could sail.

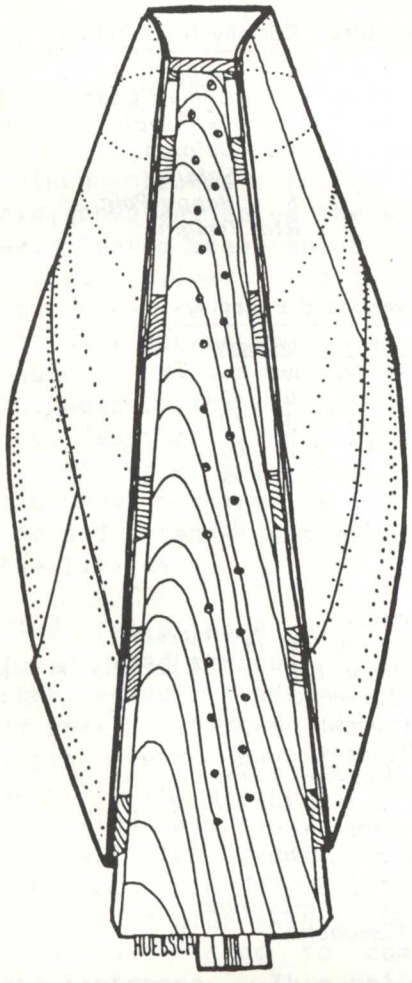
979 brought new additions to the family: Mac Brown appeared out f the fog that blanketed the firs day in his Tane "Chiquita", aving sailed from Picton - our first boat from out of town. Alf ickson was there too in his newly purchased Hinemoa "Manuhiki", ringing the count to seven.

rnie Heards new Tangaroa "Cariad II" made her first appearance t the 1980 event, replacing "Chiquita" which Mac was preparing or her trip to Florida.

1981 things were changing; not just the location (to the umber East Park), but also the mix of boats. The Hinas and Mauis re gone, mostly sold by owners anxious to get cracking on gger projects, and "Cariad II" and "Pyxis" were both cruising Salt Water. Bob Burdett and Shirley Bailey dropped by in their rai "Night Cloud" on their way to the sea, and "Lanao" was ere again. Between them they managed to get all our 60 odd he number, not the guests) out sailing.

the summer of 1982 "Cariad II" was back from the south, and vid and Rose Anne Moizer sailed their Hina "Cricker" down from ngston to help out "Cariad" and "Lanao" with their Sail-In ores.

is year we were in "Cricker's" home waters, and it is interting to note that all the big Polycats present (two of them at eir first sail-in) had salt water experience. At previous il-ins we looked at other people's boats, admired their inenious ideas and wondered how well they would work "out there". w the crews could give us the answers; they could tell us what rked (and what didn't) under live-aboard conditions, and cause of them the Sail-In has become an even better learning perience.



finished in the middle of the whole fleet, but beat the Cherokee boat for boat, and saved her time on the quest by just over a minute. It was a fine finale for us, and a happy beginning for the new owners.

WILL THIS LIST OF SUBSCRIBERS NEVER END.....

Donald Baaska, 1127 Ashford Ave, Apt 5, Condado, Puerto Rico. 00907

Jerry Bartz, Rt 1, Box 246, Garden City, Minnesota. 56034. Jerry is finishing his TANGAROA and will be launching in 1984.

Avraham Bourla, 2059 Golden Gate Ave, San Francisco, California. 94115. Just joining the hulls and rigging his ORO.

Phil Burgess, 1778 Carriage Dr, Frederick, Maryland. 21701

Jim Caldwell, 1749 Dundas St E, #12 - 5th Ave W, Mississauga, Ontario. L4X 2R6. Although Jim does not have a boat of his own, he has been an active supporter of the association for many years.

David & Neila, 334 King St E, Suite 301, Toronto, Ontario. M5A 1K8 Still working on the hulls of their Narai MkIV between running their boatbuilder's supply store, NOAH'S and editing this newsletter.

Hal Glover, RR#3, Pembroke, Ontario. K8A 6W4. Hal is fibreglassing the first hull of the partially built TANGAROA that he bought.

Hal Ham, PO Box 2093, A & I Sta, Kingsville, Texas. 78363.

Barry Hanson, 3909 Wyandot St, Denver Colorado. 80211. Barry is well into the construction of a PAHI 42 (CAPTAIN COOK).

Dan Jaynes, 2200 South State St, Space #16, Ukiah, California. 95482.

Terry Roy Johnson & Carolyn Orr, PO Box 22342, Fort Lauderdale, Florida. 33335. Terry and Carolyn sail their RAKA "ANNA J" out of Biscayne Bay. They are also the North American agents for James Wharram Designs.

Robert Kunkel, 3021 Johnson Creek Rd, Middleport, New York. 14105 Robert is building a TIKI.

Edward Lucas, Apartado Postal 20775 (Huacal), Santo Domingo, Dominican Republic. Edward has started work on his HINEMOA this summer.

Dave Plaunt, Box 607, RR#3, Manotick, Ontario. K0A 2N0.

Ross Sinclaire, 335 Goulburn Cres, #4, Ottawa, Ontario. K1N 8N3 Ross is in the market for a small Polycat.

George Snyder, PO Box 51409, San Jose, California. 95151. George previously built the TANGAROA "KAUAMEA". He is now working on a PAHI 32.

David Walton, 3396 Zudell Ct, East Tawas, Michigan. 48730. David and Ellen sail a NARAI on Lake Huron.

Jay Wendorf, Rl, Box 946, Dickinson, Texas. 77539. Jay has plans for a TIKI.

Chuck Worseley, RR-1, Orillia, Ontario. L3V 6H1. Chuck must have finished his HINEMOA by now.

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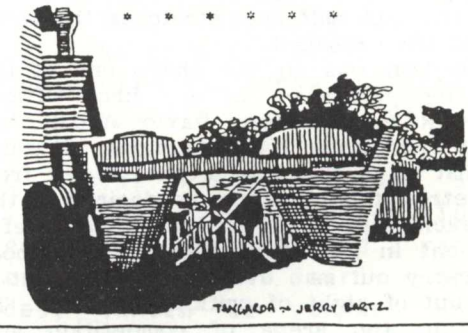

Some travelling Polycats this summer include Mac Brown's Tane CHIQUITA which again toured part of the Bahamas before returning to her base in Florida, Tom and Carol Jones's Super-Tane VIREO which made a second crossing from New Jersey to Horta in the Azores where she was joined by John Bellenger's Oro PYXIS which sailed there from Cape Breton crewed by John, Ernie Heard and Jonathan Huebsch, and Neil and Karin McVean's Tangaroa NARA NOG which returned up the Intracoastal from the Bahamas to Lake Ontario.

* * * * * *

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By Norman Champ

'MILLBROOK' August Bank Holiday Weekend

A New Venue for M.O.C.R.A.

THE SUN SHONE and the wind blew for the gathering of some ten multihulls at Millbrook, to take part in the weekend's events organised by the Multihull Offshore Cruising and Racing Association.

Saturday's race was a fairly standard affair. The start was fair with the wind dying toward the finish. This did not spoil the day as the landlord of the Plymouth Sound Boatel at Kingsand, one Colin White, and a Hobie enthusiast to boot, was under pressure to supply barbeque goodies and beer well into the night - I think we will return!

On Sunday morning we were briefed for the planned 'Man Overboard' recovery practice. For the first session a Dan buoy was dropped astern of the boat in circuit, M O B called and a stopwatch started, to discover the time taken for the crew to recover the buoy WITHOUT the normal skipper taking part. Conditions were favourable, sunny, warm, with a light N.E. breeze. Motoring was allowed but not favoured by the many. The recovery times were very good and considering the variety of craft types, very close together.

The second exercise was the same sequence but with a dummy of some 150 to 200lbs (75 to 100kgs) to be recovered instead of the danbuoy.A full crew plus the skipper had to take part. Methods of recovery were as various as were the boats, ranging from pure muscle power to a ready-made emergency kit with a strop and tackle, or spare halyards made long enough to reach water level with turns on a winch. Again a stopwatch was used and again the times of recovery were remarkably close. It was brought home to one or two that trying to grab a body of some 75kgs plus whilst in motion that even the odd half knot stretches the parts that are not often reached.

My position was on the sharp end of the stopwatch by permission of our Race Officer and M.O.C.R.A. Chairman David Asdell, on whose boat *Sea Squaw* I was lounging. It came to mind that as a spectator event viewed from 25 to 30 metres it left little to be desired in the way of excitement and would be a useful exercise-event in any club calendar. Most boat crews do carry out man overboard drill* but it is usually out of sight of critical onlookers. To bring it into the arena of competition and spectacle is fun, and the raised awareness just might save a few lives when time is of the essence.

After a swift lunch and conference plans were adjusted due to the breeze having freshened to onshore force 4 - 5. The race to Millbrook around the sound was started at anchor instead of the crews being ashore with their dinghies. Motoring was allowed for breaking out and 'disembaying'. About an hour saw everyone across the line. The rest of the afternoon was taken up either sightseeing, sailing each other's boats, or practicing anchor dragging drill - though doing internal checks on the eyelids was favoured by some of us!

The scene at Millbrook

Meanwhile, back at Foss Quay the tide was rising, so towards evening many multihulls and friends of same began to gather for a barbeque bonfire and booze, the wine making talents of the multihullers being exploited to the full and a sound sleep guaranteed. I am sure that all who partook in the events of the weekend would join in complimenting the organisers for their efforts and are looking forward to plans for next year.

Saturday Race Results		Sunday Race Results	
1	*Gwahir*	1	*Gwahir*
2	*Cataetyx*	2	*Cheers Dears*
3	*Tri-Umph*	3	*Tri-Umph*
4	*Cheers Dears*	4	*Dolphin*
5	*Inkwasi*	5	*Sabu*
Rtd	*Sabu*	6	*Happy Pair*
"	*Unity*	Rtd	*Imagine*
"	*Happy Pair*		

Sunday : Man Overboard Exercises

Boat	Danbuoy min	Danbuoy sec	Dummy min	Dummy sec
Gwahir	0	35	0	42
Tri-Umph	2	40	3	10
Sabu	0	50	2	00
Happy Pair	2	15	3	55
Dolphin	1	55	1	45
Cataetyx	1	15	3	05

Craft by type

Gwahir	*Woods*	
Cheers Dears	*Newick Val 38*	Inkwasi
Sabu	*Ellison Foil*	A Heavenly Twins I think.
Imagine	*Wharram Oro*	
Dolphin	*Wharram Tangaroa*	
Happy Pair	*Patterson Heavenly Twins*	
Tri-Umph	*Crowther Buccaneer trimaran*	
Cataetyx	*Woods Strider*	
Unity	*Wharram Tane*	
Sea Squaw	*Macalpine-Downie Comanche*	

* Yeah? - Ed.

With thanks to MULTIHULL INTERNATIONAL

AZORES AGAIN

TOM & CAROL JONES

JULY 1983

In July, Carol and I again departed New Jersey for the Azores. As before, our boat was a TANE with some modifications. VIREO originally had a 7/8ths sloop rig with 5% lead of effort over lateral resistance, a slight change from the 7% that JWD often uses

Last year Locke Crowther suggested to me that weather helm in a fine bowed multihull was caused by the forward sail pushing the bows down into the water, rather than the aft sail pushing the boat up into the wind. This year I moved the mast aft 6 inches and the forestay bridle aft 18 inches, reducing the lead to nil. Weather helm was less, and self steering was much better close hauled. As one might expect she hove to better and ran off less willingly in heavy going.

We broke another lanyard this crossing, but again the plywood mast held. It is true the lanyards absorb shock, but by stretching they provide the slack that causes the shock. Abrasion is a never ending worry. We would not use them again.

VIREO leaked extraordinarily this trip,above and below the waterline She always leaked some, but 5 years and 15,000 ocean miles have steadily increased the rate and the sources. This trip the sail locker would fill to w/l in 24 hours. We were glad for watertight bulkheads. The cabins and decks opened up, so that all clothing , food and bedding were soaked. Seeing no remedy to these problems we sold her in Horta to old friends who will use her among the Islands.

The leaks were caused by Aerolite glue, used throughout the boat. The assemblies built indoors, such as mast and box beams VIREO is monocoque construction never gave trouble. But the boat itself was built outdoors, where the wind and sun dried the glue and especially the hardener before the pieces could be joined. Over the years as the half hard glue washed out of the joints, we have tried to compensate with more fasteners. This only staved off the evil day. Aerolite literature shows fresh faced youngsters making bookends and napkin holders with the stuff; and really that's what it's fit for. (I recon you have got yourself an argument. Ed.)

Our trip to the Azores took four and a half days longer than the last. We had a night of force 9 , with waterspouts and other good stuff, after a two day respite we had nine and a half days of force 6 to 8. The last week we could never lay the course. We were reefed 68% of the time, and despite the Gulf Stream averaged only 82 miles a day. It wasn't much fun and helped us appreciate Jims' interest in coastal treking We plan to join him for the next few years,using a small trimaran, for a change. However, we know that deep water and foreign friends and ports will lure us again one day. We continue to have the greatest respect for polycats, especially in heavy weather. We look forward to continuing our membership of the PCA.

The last time we sailed VIREO was the last day of Sea Week at Horta. Our crew was Chris Mayer, my cousin and a Tiki builder who sailed with us from home. Several Portuguese friends and Ernie Heard,Tangaroa owner from Toronto who arrived several days earlier on Toronto ORO PYXIS. It was the Channel race, the crowning event of Sea Week 19 monohulls and three multihulls started,in separate classes, with a simple square root of waterline time allowance The course was twice round an eight mile triangle. Our competition was an over loaded Cherokee and a race ready Quest. Winds were fairly strong, and tides, (which we perhaps understood better than others),also strong. VIREO finished in the middle of the whole fleet, but beat the Cherokee boat for boat, and saved her time on the Quest by just over a minute. It was a fine finale for us, and a happy beginning for the new owners.

Tom & Carol.

From the A.Y.R.S. Journal.

Winter Meetings London. Stewart Fisher has arranged for our meetings to be held at the Royal Thames Yacht Club, 60 Knightsbridge, London S.W.1. (The North side of the road, building with a flag pole to starboard if you walk down from Hyde Park corner). 7.00 for 7.30p.m., please wear suitable dress, a tie is desirable especially if you wish to buy a drink at the bar. Please note that the first Tuesday in December is not open to us and the meeting will be on 30th November (Wednesday).

30th November : "Lateral Resistance & Hydrofoil Stabilisation". Centre boards, lee boards, vortex spoilers, foils - ladder, 'T', 'V' and low aspect ratio.

3rd January : "Micro Multihulls". The racing rules listing size and sail area for small trailable multihulls have been agreed by the M.O.C.R.A. sub-committee. Designers will be present at this meeting to answer questions and explain reasons. Maximum length is 25 feet and there is no weight limit with sail area simply related to light displacement. (i.e. empty weight).

7th February : "Safety". Life rafts, man overboard techniques, nets, crew righting yachts.

6th March : "Yachting, Woman's view".

These meetings are held jointly with M.O.C.R.A., visitors are most welcome and anyone may speak. If you wish to contribute more than a few questions we would like to hear from you beforehand if possible.

Dear Sonia,

Re my bare record card, I got as far as getting the studyplans for a Tangaroa, before I could get the building plans my job finished. I have just started work again after two years but it is a low paid one, but at least a job. I am still hopefull. I liked the sea before I left school, and went to sea during the war; we had our moments but I enjoyed it.
In 1974 I had a week with the Scimitar schoo of sailing, that is all the sailing I have done. The next best is read the Sailorman which I look forward to very much.
The very best of sailing to you.
Tom Pinnington.
Birkenhead, merseyside.

News Round and About

William Huyton, Merseyside, has just bought a Hinemoa, and joined the R.C.A. Welcome!!
Robert Young, Norfolk, has completed the hulls and decking of his Tane Nui.
C.Dyer, Tasmania, has Oro plans, that is the hardest part over with.
K.Viewing, Zimbabwe has nearly completed his Tangaroa(ketch).
C.Moss, Stoke on Trent, is en route to the Far East via the Seychelles and Majorca in the Oro 'Tylluan'.
P.W.Davey, Falmouth has hulls ready for joining on his Tangaroa, Mk. 3½ (?).
Moshe Jacobi, Israel, a new member, has just started to build a Captain Cook.
Jesus Candela, Menorca, another new member, is building a Tane Nui.
Samuel Nelson is ready to launch his Woods design Windsong.
Bruce Yorke, New Zealand, has now sheathed one hull of his Pahi 42, and is going to use 2 masts, 1 on each hull.
John Ellis, Tasmania, is still planning and dreaming of building a Tane Nui, while trying to raise funds.
Tony Murray, New Zealand, is the proud owner of a Pahi 31, busy ironing out bugs and outfitting ready for a trip to Fiji.
Pat Stansell, Cyprus, one more new member, has just started building a Tiki.
Chas Waites, Kew, wants to learn how to sail a polycat - a brave man, indeed.
Ph. Westphal, Holland, is now building a Tehini.
Mo Abraham, Powys, has a Hinemoa, either named 'Wishful Thinking' or that is the stage he is at with the building.
Charles Birch, Dyfed, says 'no boat at present, hope to sail a 'Flyin' Proa' next year.
Bruno Martin, Basel, would like to hear from anyone about the seaworthinessof polycats, 10 - 13 metres long. (see letters).

W.HUYTON, 92 Dodds Lane,
Maghull, Merseyside. L31 9AB.
Would like to borrow a JULY 82 SAILORMAN to photocopy. Can anyone help. 1982 copies are out of print.

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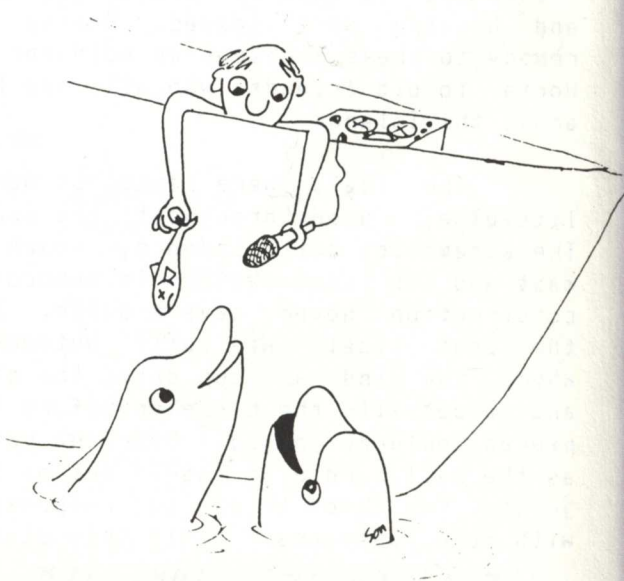


Go on, sing him another dirty song.

HAPPY RETURN

by MIKE O'SULLIVAN.

The continued story of the voyage of Happy Return. Well at Cangas the English Yottie mentioned in the first instalment said he'd like to sail south a bit so after I'd stayed at Cangas a month or so off we set. A quick day sail saw us in Viana do Costelo with a stiff breeze by the time we arrived there. We remained there for two days being invited abord the Frank Nibbe a 2000 ton German coaster for a meal, shower and use of their washing machine all of which were very welcome and indeed quite necessary.

The entrance to Viana is easy, the sea wall very much extended ,particularly if your charts are as old as mine.....Shoved off from Viana with a fresh breeze, very, ending up surfing along with just a single reefed stay sail for 24 of the 36 hours it took Andrew and I to reach Cascais.The first lot of surfing was a bit alarming but after a while we got used to it. Anyhow nothing broke and ones confidence in the boat was increased. Later on in the day (we arrived at Cascais around 0430 ish), sailed up to Lisbon and into the Doca de Bom Successo, From where the following day Andrew set off back to Vigo. He was back later that night just in time for supper,as there was a train strike and the busses hopelessly overcrowded.He set off again at sparrowfart the next morning to try his luck with his thumb, didn't return so I guess he managed O K. Leaving me to savour the big city.

After about two weeks an English schooner The Valkedda with who I chummed up, playing football with them I trod on the ball. Result I couldn't walk for a week.....Later when they'd departed toward U.K, and I was mobile again having a drink aboard a French fishing boat on its way to the Canaries the folding chair I was sitting on,did, and I inelegantly landed on a life raft container so that tit hurt to laugh for a day or two. Began to wonder if I'd leave Lisbon in one piece. Eventually I did and sailed to Sezimbra,encountering the dolphins by Cape Espichal, look out for them if you pass by there, they live there in a large mob. At Sezimbra I beached the boat for a quick scrub off as the antifouling no longer did, then sailed to Setubal where the yot harbour is a bit messy.A southwest wind blowing the sea set up causing an overtight forward mooring to crack the netting beam. I went over to the other side of the eastury where about a mile in from the holiday hotels at Troia there is a nice little creek fine for beaching for repairs, with fishermans shacks and wrecks of old boats adding to the interest of the place. Quite recommend it, only a short walk and ferry ride if it's neccessary to go to Setubal.

Apres Setubul,was Sines about 35 miles down the road. Keep a bit clear of the Cape as you come round to see the rather damaged seawall. With any Westerly swell there is quite a confused sea set up by the waves bouncing, at least there was the day I arrived. Once inside you can anchor just off the fishing boat harbour comfortably enough in the prevailing Northerlies. There is also a yacht club in a separate harbour at the East end of things which I'm told is very hospitable regarding showers etc. though I remained smelly and didn't stay long enough to sample them myself.

I THEN CONTINUED ON TO THE SOUTH passing by Milfontes 14 miles or so South of Sines.I'm told it is very nice with miles of little visited rivers to explore but to enter safely one needs a day with very litle swell.Less than the 2/3 meters that we had I went past. I gather one favours the South side of the river on entry, this is all hearsay so if you come unstuck dont blame me. I viewed it all from 3 or 4 miles off and seeing all that white water, chickened out.

Carrying on for cape St Vincent and the third bay round the corner, Baliera, where I stopped for two days, then going on to Lagos with a German Guy on board who wanted to come for a sail as his boat was waiting for Southerly winds to go North. He was quite impressed, I wouldn't be suprised if he builds a Wharram himself. This despite the fact that since my famous

mast breaking I don't press too hard these days.Famous? Well yes, I suppose on arrival at Lagos the first boat I spoke to said, 'Aren't you the chap Who broke your mast by Corruna? Ah well...

At Lagos I decided that I should do something about the rocky state of my finances, so started to keep my eyes open for opportunity to knock...Er. In between socialising and trying to rectify mechanical problems of an English catamaran, not a Wharram, I discovered a niche in the market for day sailing trips, strictly illegal, but thats not my fault, So 'Cheapo Tripps' was born, ballpoint on a T shirtand word of mouth being the only publicity and constant state of readyness for hasty departure essential??? So thats the present state of the game at Faro. Please read this slowly as I can't type very fast. I bought three Germans here to catch their plane home. All customers seem well satisfied so far and tho' I'm not likely to get rich. I hope to be able to survive.....To be continued. Don't miss the next gripping installment.

NOTE. Entry into Faro by Western entrance, Barrada Ancao, OK if moderate conditions, favour the Western side as extensive shoal extends S W from E side also a shoal in the centre. All liable to shift though. I think turn to port and 2nd to stbd. for Faro.

After waiting at Faro for four days to collect some cash I'd had sent out, I wended my way over to Culatra, which is the island to the E ast of the main channel at Cape St Maria. Entrance there is straightforward enough, favour the Eastern side folling the buoyed channel, though you you need the tide with you as it runs very strongly. At the time of writing I find I have been here three weeks. Well it's a very fine place, really hospitable people, the greatest danger,cirrhosis of the liver. If you have any musical talent you are assured of a grand welcome, my small ability with a guitar was embarrasingly applauded. Most days I've meant to go to the Rio Guardiana, as i have been in the country 60 daysand supposed to exit and re-enter, regulations, I dare say I'll manage it in the end but intend to return. IT's a hard place to tear away from.

I have been out for a night with a fishing boat to see how they do the seine netting, what was interesting was to see all without I hope getting in the way. They anchor floats with four to six gas lights on them, then they go to anchor and sleep for a couple of hours, then lay the net round the light which has attracted the fish. This is done at high speed so keep well clear. The bottom of the net is then drawn together and then hauled in. So if you sail down this way you may now be less confused by the lights.

Anchorage at Culatra is good though the wind gets up in the PM usually.Handy for shallow draught boats just to the East of the village is a lagoon,easy to enter,easy to row ashore even when it's blowing. It is deep enough in the middle to stay afloat tho myself I'm hapy to take the ground. That is where I am at the moment, a pleasant spot for brewing up peach jam. Hasta Manana.

Culatra by the way is the second settlement along the Island to the East The first is Farol near the lighthouse which is more of a tourist development, Culatra is a fishing community, not at all on the tourist map, except for the few who find it by chance or those who have discovered it before and returned.

After three or so weeks at Culatra I went to the Guardiana River, the frontier between Spain and Portugal The entrance is no problem near high water one can cut close by the end of the breakwater and up on into the town, into the fishing dock at the top end of the Vila Real. Ayamonte is a 25 Escudo ferry ride across the river. I then went on up the river as far as Alcoutim about 15 miles. (Pick any good pomegranates? Ed). On the way back stopped at Odaleite da Foz, anchored in the creek there at the head of which is a tide mill,still working, which is worth a visit.

I then returned to Vila Real via Ayamonte to stock up with cheap Spanish ciggies and a 200 pesata bottle of brandy. On the way back to Culatra I stopped off for a night at Tavira, simple enough to enter but rather smelly, watch out for a 10 metre power cable.On to Culatra, weather conditions

a repeat of yesterdays light conditions and a foul tide. I came in by The Barra do Armona at the East end of the Island OK in good conditions or local knowledge, still I found it easy enough to pick my way through having been through with Carlos aboard as pilot.

So arrived back in Culatra in time to join The Club Nautica do Culatra in session in Janokas, the first bar you come to from the jetty. The weekend 20 21 August 83 was Fiesta, and on Friday night John Shores arrived with Yin Yang his Tehiniwhich was great timing as I was flat broke having been lazy about hustling for Cheapo Trips. Fiesta was fine, it was particularly nice to be in a place for Fiesta where there are so many friends,

Which gentle reader brings us up to the present. Still at Culatra, until departure to Canaries - Caribbean late October. Ready the boat rigging twin staysails etc.... Which, I hope will be the subject of the next thrilling instalment. Oh! One funny thing had a letter returning photos from noble editor(see I don't loose every thing Ed .) Where's my contributors copy Norman (OOps), Post restant Culatra. Where did I pick it up? In Janokas bar home of The Clube Nautica do Culatra. says a lot about my stay here. Hope any who may follow have as good a time as I... Sagres is a very fine beer.....

Mike O'Sullivan.

Dear Sailors,

For many years I have been sailing 6.5 m and 11 m yachts. However, since I planned to buy a cruiser of my own, I studied all reports and descriptions in books and journals I could get. So I found that a Polynesian Catamaran (between 10 and 13 metres would be the best for me. Unfortunately to date I didn't meet a person who had one.

I'd be very pleased if you could introduce me to somebody who can show me the performance and seaworthiness of such a boat.

Yours truly

Bruno Mark

Colmarerstrasse 56, CH 4055, Basel.

After an enjoyable Bank Holiday meet at Millbrook, Cornwall, followed by a barbecue and the burning of an old boat, we all felt a bit sad and very jealous the following morning as Steve and Sandy Turner* finally left their mooring place alongside the Millbrook quay, bound for places foreign. The weather was so quiet at first that Imagine, their 46ft Oro had to have her nose pushed round by our power-driven 16ft cat Platypus. The stream is not very wide and on a falling tide she did not have room to manouver. However, soon the boat began its magestic journey out of the Millbrook lake and down the River Tamar, through Plymouth Sound and then west towards Falmouth. We kept pace with her and the accompanying Tane until she reached the breakwater, then we reluctantly turned for home. All the way back into the safety of the river we could see Imagin's silhouette on the skyline, like a great W shape, with the light showing clearly between her two hulls. Soon Steve and Sandy and their two children will be in Cyprus, and then????? Best of luck, wherever you are, don't forget the postcards.

Sonia Surey-Gent

* SEE FRONT AND BACK COVERS

INSURANCE - an enquiry

Have you ever tried to insure a Polycat?
What was the result?
I am trying to gather as much information as possible about insuring multihulls generally, and polycats in particular, not only in the U.K. but world wide.
If you have never bothered to try and insure, please tell me why not.
If you have tried, then please let me know your story, be it success or failure.
If you had to claim, were the insurance companies helpfull, or did they wriggle off the hook.
In fact, any insurancey tale you can tell I want to know.
I'll treat all information in confidence, names will be altered to avoid whatever you might want to avoid, if you say so.

Sonia Surey-Gent
Clarias (Research)
36 New Street
The Barbican
Plymouth, Devon. PL1 2NA

A YEAR WITH "ARAWA"

Last October my ten year old son said he wanted to help me build a catamaran. After looking at James designs we wrote off for the plans for a surfcat - but I had to sign the cheque. To our surprise we received the plans for the "HITIA" with a note from J.W.Designs that this was the new design and superior to the Surfcat. By the end of November the marine ply and epoxy had arrived, I obtained the rest of the timber from a local woodyard, the copper wire came from an electrical engineers, end of reel for nothing.

"TE MEU MEU"; as the embryo cat had been dubbed was built in the garage through the coldest winter in living memory. Several times the work had to stop as it was impossible to heat the wood and epoxy enough to go off. However even with my limited woodworking skills there were few problems. The biggest job was making a round and tapered mast from 6 fourteen foot lenghts of wood laminated together. Soon the sails arrived and after about 200 hours of work, done mainly in 1 - 3 hour stretches, not counting all the mental planning while I was driving round at work The boat was ready for my wife, since I never touch a paint brush, to paint and varnish. Both my sons had helped with the woodwork and my wife with the glass cloth sheathing as someone had to tell me What it meant to'cut on the bias' and assist in sticking the sticky stuff down.

Right on timetable "Te Meu Meu" was completed, for Easter. On launch day there was a mutiny whilst I was at work and when we launched the boat was named "ARAWA" after the first Maori Canoe which had landed in the Bay of Plenty, New Zealand, where we had lived for two years. We borrowed a canoe trailer from the scouts and drove to a secluded launching site at Bassenthwaite in the lake district, it was cold and blowing force four but I had said Easter and so it was.

I found the first snag- I was not allowed on the helm! Although the helm was as light as a feather neither my wife or my children could handle the 40sq foot jib. After about 2 hours we were exhilarated but frozen. A few weeks later on a much warmer day "Arawa" was taken to the sea where our spaniel decided he liked cats.after all and came on board. He promptly fell off trying to catch a razor bill which had dived for cover but this did not dampen his enthusiasm

Later I had a beautiful sail with the dog down the West Cumberland coast with the tide from St.Bees to Seascale, reaching under light winds and sunbathing on deck. Alas, when the time came to return,the steam from Windscale cooling towers was rising up straight. Its a long way up Seascale beach at low water springs carrying the dismantled bits of a polycat trying to beat the incomming tide, all of half a mile. A late train, 10 pm got me back to my car and I returned to collect the boat and discosolate dog attached to same.

Having sailed in force 5 and finding the boat tending to dissappear in a cloud of foam as it took off, I launched on my own in a force 6, again at Bassenthwaite, to see what would happen. Wooeee! After the first 50 yards I returned rather shaken to reef the main, wondering what had hit me, only the Wayfarers of the sailing club could handle the conditions that day and they were well reefed. I surfed the boat downwind on the steep little waves which build up on the larger lakes, I picked up a friend and as we reached back and forth up the lake we didn't just get wet we got soaked. The only way for us to hold the jib sheet was to brace our feet against the mast or we slid across the deck with the pull. once or twice the lee bow went under and the boat shuddered to a stop but this was easily corrected by easing the jib. Under this rather excessive treatment the lashings on the crossbeams worked loose and needed checking and then we had to beat back up the lake. After this I fitted ratchet blocks for the jib sheets so the crew could sit back to prevent the bow dipping.

For holidays we went to the Fal estuary. Whilst attempting to rig her at Feok, with tide comming in, my wife had to run round an ever increasing line of of sailors; all experts, which formed between the hulls and pile of gear, we had no time to reply to such informed comments as, "its only held together with string".

As for its sailing characteristics the cat tacks easily in most conditions as long as the jib is kept tight untill the boat is safely through the eye of the wind. It gybes without bringing your heart in your mouth even under extreme comditions but is wet over force four, and very wet in force 6. Ratchet blocks or some mechanical advantage is essential for the jib sheets. I did not have any success with clam cleats. Sudden acceleration jerked the sheets out. I think a reefing clew on the jib would be handy if you intend sailing in heavy weather singlehanded. The lashings on the crossbeams need to be carefully made and frequently checked in strong winds. In very strong winds the helm needs a crew to shelter behind.

PHILIP DOVE
WIGTOWN
CUMBRIA, ENGLAND.

Dear Editor.

Thanks for the back numbers. I was so happy to get them, to actually see other people on a WHARRAM cat is a new experience for me. This winter we are rearly getting it in the rear, lots of roads and buildings knocked and blown about by wid and waves. "MARUA", my Tangaroa and I are still afloat. My mooring system is holding O.K. I'll be glad when winter is over. It was an awesome sight after the last storm to see the beach of wrecked boats, Just two plywood multihulls, my Tangaroa and an old Nicol Tri, riding it out safely.

If I make it through the winter I am heading for the Marquesas for the late Summer, around about September 83. I'm changing rig from sprit ketch to Marconi Ketch so will need a Suit of sails, Used or whatever. Maybe you can pass the word.

Thanks. (Word passed. Ed)

James A.Savage,
4605 MORE MESA Dr.,
SANTA BARBARA,
CALIF. 93110,
U.S.A.

(How about a write up of those moorings?) Ed.

OOP's sorry should have gone in June issue. Ed.

News Round and About

D.Smith, Swansea is planking his Pahi.

Trevor Windus, Kepton, Australia is saving and planning his Tane Nui.

G.Underwood, Merseyside, has almost finisned building a Tangaroa 1V.

Davis Irving, Bath has completed his Pahi 31 - HOORAY...

J.Slagter, Malaysia, will be launching his Hinemoa this year, in Borneo.

Ralph Bradshaw, Southampton, has got his Tangaroa afloat, and is rigging.

J.Pavlinusic, Yugoslavia has finished a modified Tane Nui.(see last issue).

Kevin Harbach, Essex, hasn't finished his Tane Nui yet - keep at it lad.

Dr. Mottram, Cranleigh, has Tiki 21 hulls under construction.

J.R. Elliott, Newcastle, his Tane is nearly half finished.

Reg Bladwell, Australia has a Pahi 42, complete except for mast and rigging.

Nico Boon, Holland, has a small cabin catamaran, made of foam sandwich glass.

P.Dover, Cumbria, keeps his Hitia in a garage (it rains a lot up there?)

John Heath, Rochester, Tangaroa named YinYang is launched andmoored, hoping to have its first sail in September '83 (did you manage it - ?)

K.Bate, London, is a usefull person to know, he holds an RYA/DOT Yachtmaster Instructor certificate.

A.Hinde, South Africa, building a Narai 1V, should now have his hulls turned over.

T.Francis, Southampton, has not yet started on his Areoi - dont leave it too long.

W.Roob, Australia, is covering the hulls of his Tehini.

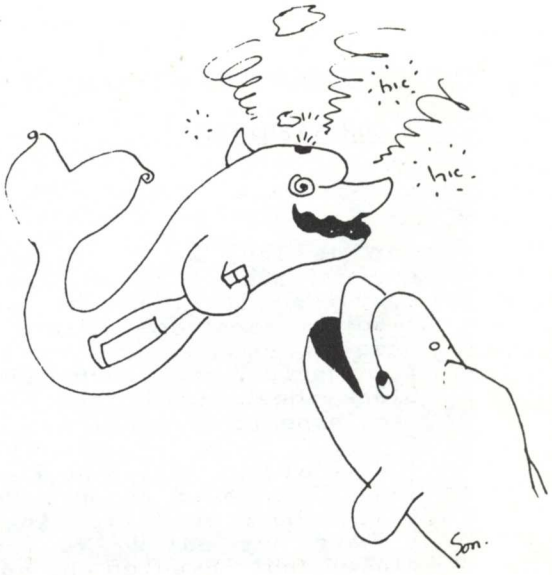
Spencer Martin, Cornwall, has nearly finished his Tangaroa, and it's a lovely shade of red.

N.Petty, Weymouth, has a Heavenly Twins.

Geoffrey Tate, Dartford, has got the plans for an Hitia, but not started yet, tut, tut...

Martin Evans, Guadelope, has left the PCA, hopefully for only a while.

Tom Pinnington, Birkenhead, has the studyplans for a Tangaroa, but not started yet.



Youve been hanging around those humans again!!!

WANTED

Used postage stamps, from any country. To help raise funds for the R.N.L.I. The best form of insurance there is, around the British Isles. Singles or hundreds to Sonia, Clarias Research, Thankyou

Sonia

Practical minded graduate (24) seeks construction-maintainance-sailing experiance.Looking for interesting crew position for cruises-races,weekends or longer. Experienced coastal dinghy racing, all seasons.Some offshore monohull sailing, cross channel. Plus two weeks on The Winston Churchill. Have some other commitments but can be flexible. Wharram cats prefered.

Contact Christopher Toothill,139 Sternhold Avenue,Streatham Hill,London, S W 2. ENGLAND. Phone 01 674 6659.

A CONTRIBUTION

For as long as I can remember, every issue of the magazine has contained an editorial exhortation for more copy; a sentiment I have always applauded - after all I eagerly await each issue and blank sheets would not have the same appeal!

I have always felt, and I suspect many other avid readers do too, that I have so little to offer. I have not sailed to far away places, not invented any novel or useful artifacts and in my building programme I have (so far) followed the plans (more or less) slavishly. Until now that is. No, I have not done anything amazing, simply that the latest multiple, even desperate, cries for contributions have touched a (sympathetic?) chord. I do enjoy (suffer?) from what my wife euphamistically describes as spasmodic verbal diarrhoea (sic), so, in response to your pleas...

.....maybe my efforts will stimulate others - of a similar shy retiring nature - to leap up from their mental positions at the feet of the gods and take up a more active stance.

The only subject of Polycat interest upon which I can dissertate is the building of a Pahi 31 - No.25, (ex No.13!) - my current preoccupation which has taken three years so far and I am getting close to starting to deck the first hull! There is a number of reasons for the somewhat slow progress, the most important of which is simply finding time not otherwise filled by less rewarding but more essential activities. Amongst these are (but not in order of importance):-

Twice weekly jogging stints, which are supposed to provide the stamina needed to continue with the building but which leave me too exhausted to continue that day!

Twice weekly 'Flexibility' exercises which do help me to get into the strange positions apparantly required of any boatbuilder. (Or is it all the fault of Hannake? I must suppose that she is a slim, elfin type who is both ambidextrous and something of a contortionist.)

And the perpetual gardening activity required to pander to my 'Self Sufficiency' quirk - and to provide some of the cash for the building anyway; and.. and.. and...

...but back to the boat. I was originally allocated number 13, but hadn't really noticed. Then ,one day when idly scanning the plans - which is my way of saying "trying to understand them", the terrible truth dawned upon me. Not being at all superstitious I immediately penned an horrified missive to which I received a kind and understanding response and a new number - 25.

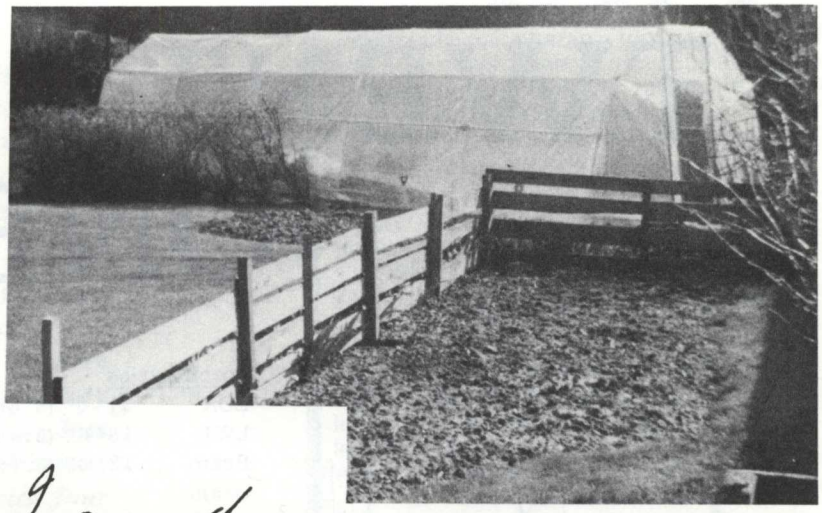
Throughout the building programme I have taken photographs. Unfortunately they are in colour and do not seem to reproduce too well in black & white. I am enclosing a few which might well be used to embellish this deathless prose. (Note to editor; You might consider putting one on the cover - as a sort of 'before' picture. you never know you might just receive an 'after' picture circa 1986!)

Back to the boatbuilding. I am using epoxy resin throughout. I do not like playing about with polywhatevers anyway and prefer to stick (no pun intended) to one medium. Originally it was the WEST product but now it is the Structural Polymer Systems' equivalent, which appears to me to be more tolerant of less than ideal conditions. These are the conditions in which I normally work - like when its too wet and cold to do anything else! (Newcomers to resins are warned not to take this too literally). But seriously folks, I have found it to be a good product, albeit expensive. One snag is that you have to obtain fibreglass which is finished with the right product, say Volene, because ordinary 'emulsion' finishes are NOT suitable.

Whilst on the subject of using resins I cannot miss the opportunity of mentioning their ability to fill quite large gaps in joints, (hangs head in shame) when mixed with microfibres. So you knew that already? So your woodwork is as bad as mine then?

Another item of absolutely no interest at all is the cost of putting the stuff on. Although I buy my brushes and roller refills in bulk it is still a little costly. However, if you

In liew of a barn
the plastic greenhouse
where it all happens.



Brian Ingamells

buy a sheet of poly- sponge type material, cut it into strips and fold them over the end of sticks of assorted sizes, bind on with selotape then Presto! a cheap effective glue brush results. With a bit of practice they can also be used for 'painting' small areas too, a la Peter Paint Pads. Alright so you already knew that as well.

If I do not stop this composition soon I will have yet another reason for not boatbuilding. Anyway, my proof reader (the long suffering spouse), has pointed out that there are only fourteen pages in the magazine and reading my own drivel would be worse than gazing at blank sheets! So I shall not be able to tell you how to turn a Pahi 31 over, single handed, with no more risk than jumping out of a sixth story window onto a bed of nails; or why the local farmers do not seem to have any empty barns just waiting for a boatbuilder to come along. Never mind, next time perhaps.

Dear Sonia,

.....My wife and I have an 8metre Bobcat of 1965 vintage which we sail around the Channel Islands and nearby France. Until our recent move to Alderney we sailed during the winter, but with Brage harbour not having much protection, it is advised to come out about October time. However deep water moorings are better than the drying ones in Jersey. 'Sailorman', we find, adds to the exitement of other peoples voyages, to our own trips, without having to exert ourselves too much. Our boat is named Happikat which at times is difficult to live up to.

Regards

Alan and Iris Styman, Alderney, Channel Islands.

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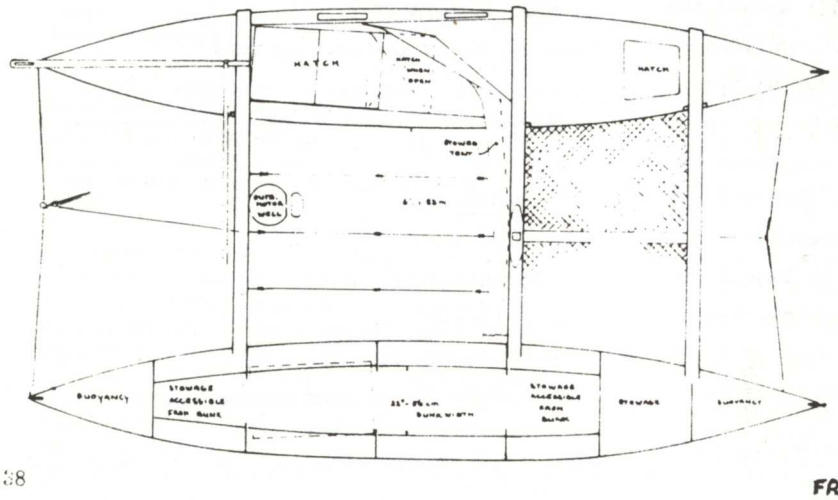
TIKI TWENTY ~ONE

James Wharram Designs
Greenbank Road, Devoran
Truro, Cornwall TR3 6PJ

Specification	
LOA	21' 0" (6.4m)
LWL	18' 6" (5.6m)
Beam	12' 0" (3.7m)
Beam (hull)	3' 1" (0.9m)
Draft	1' 2" (0.4m)
Weight	600lbs (273kg)
Sail area	208 sq.ft. (19 sq. m.)

CRUISING WORLD, 524 Thames Street, Newport, RI 02840, U.S.A.



JAMES Wharram and Henneke Boon have won Cruising World's 1982 Design Competition which looked for an innovative gunkholer for protected waters, and accommodation for two which could be partially enclosed with a tent. Other specifications were a trailering weight of 1000 lbs, max. draft 12", beam 8ft. or less, with some dry stowage space for food and clothes.

The design of Tiki 21 aims at performance, comfort, safety and simplicity. She is constructed of plywood using the 'stitch and glue' system, and all exterior surfaces are sheathed in cloth and epoxy. She can be built in 300-400 hours using 19 sheets of plywood. The centre platform and cross-beams are lashed to the hulls (this takes 10 minutes). The rudders are lashed also. There are watertight buoyancy compartments in the four ends.

Tiki's draft is 2" greater than specified but this was allowed by Cruising World's judges as the boat is taken apart for trailing and each hull weighs only 175lbs, enabling her to be launched by hand. For trailering the hulls can be carried alongside each other with the platform on top with its folding tent.

Each hull has a 22" berth with stowage under and at each end. Additional stowage is reached by a hatch. At anchor the folding 'pram hood' deck tent shelters the deck platform which has 4' 6" headroom (5' 7" standing in either hull). An outboard motor can be fitted to a well at the middle of the after edge of the platform.

The gaff sloop rig has a high-aspect mainsail with sleeves for mast and gaff. Halyards run down inside the luff pocket. The loose-footed mainsail sheets to a full-width bridle at the stern and James Wharram claims that speeds of $8\frac{1}{2}$ to 13 knots can be expected. His calculations using dynamic rather than static wind forces show that the boat will be stable under full sail up to about 30 kt. of wind, and with reefed main and jib to about 35 kt.

Extremely simple and detailed instructions for building are available for about £85 + £5 overseas postage (about $170). The cost is expected to be around £1,000 for raw materials, finished sails and tent. Tiki 21 may soon be available in kit form.

FROM
MULTIHULL INTERNATIONAL FEBRUARY 1983

Amateur Yacht Research Society

Hermitage, Newbury, Berkshire RG16 9RQ Tel: 0635 200668

The Amateur Yacht Research Society is a Limited Company and a registered educational charity. Membership is open to anyone interested in the improvement of yachts or equipment.

The A.Y.R.S. was founded by Dr. John Morwood to encourage research and investigation into the design and construction of all kinds of nautical craft however propelled and to improve and promote the invention of all such craft their equipment and accessories.

Membership of the Society is open to any person interested. Subscribers receive newsletters and publications as they are produced. The Society 'year' starts on 1st October but you can join at any time and receive papers for the present year. It is expected that there will be four new publications during 1983 and we plan to continue with four more during 1984.

We send publications and receive news from all countries where yachting is a sport and this International exchange of ideas reduces duplication of research. Members write in with details of their projects and we are often able to give advice on problems or put them in touch with others who have similar interests.

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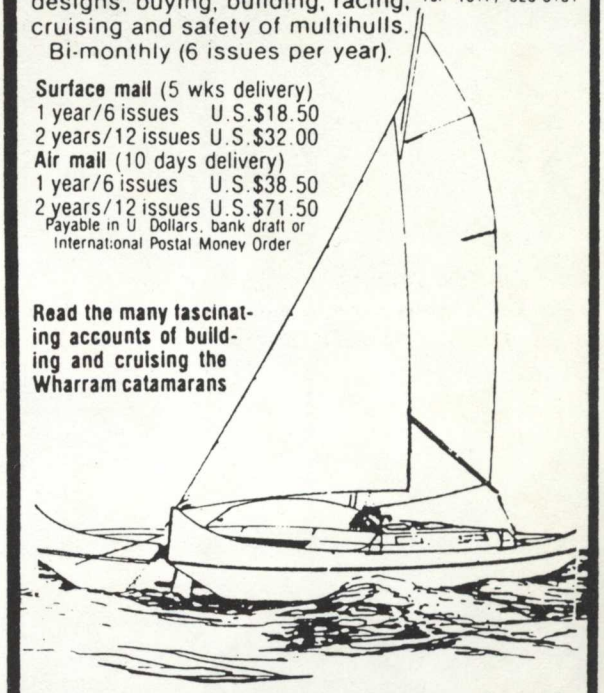

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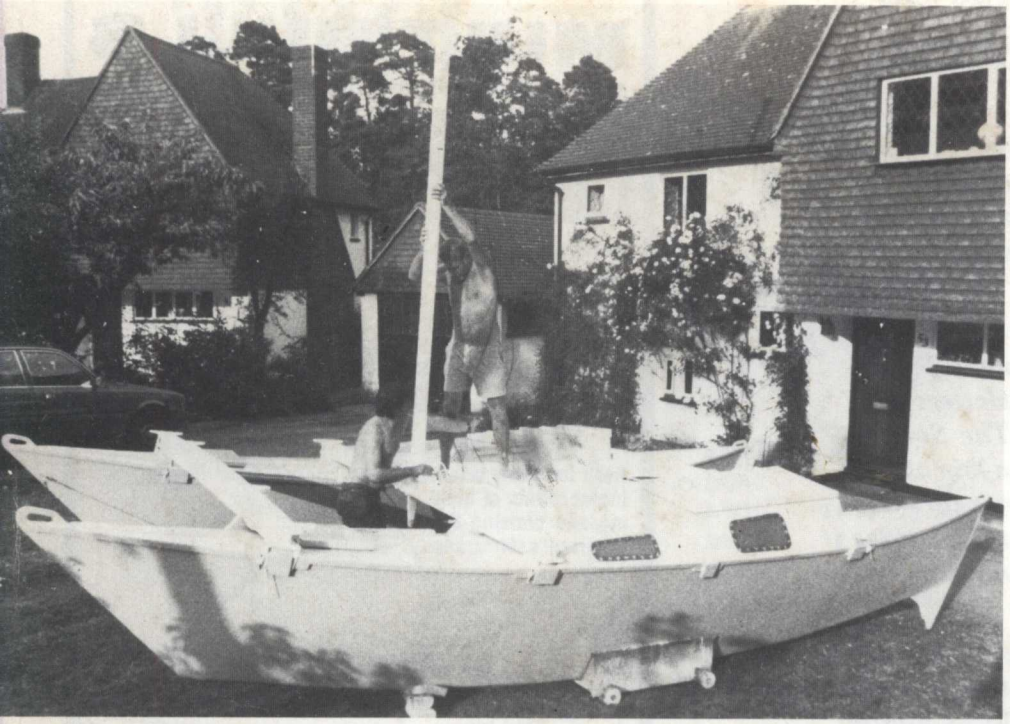
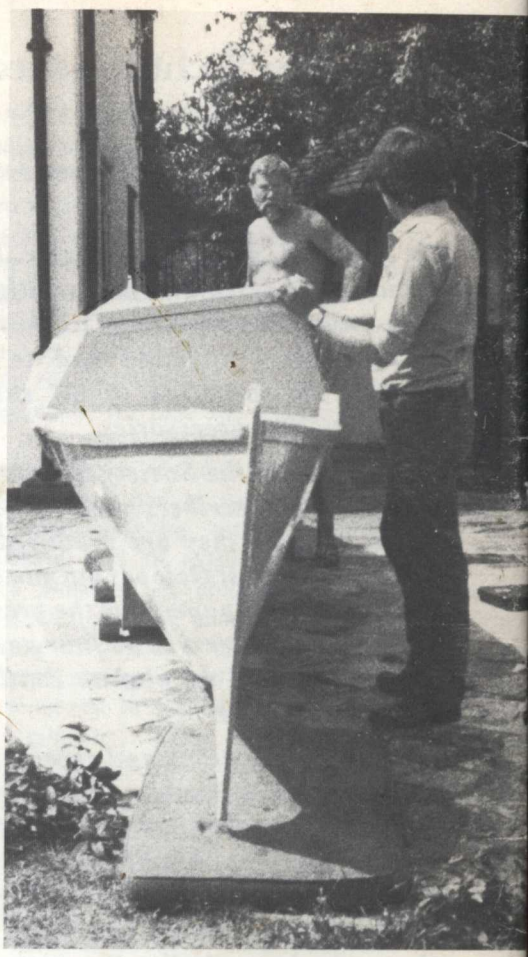
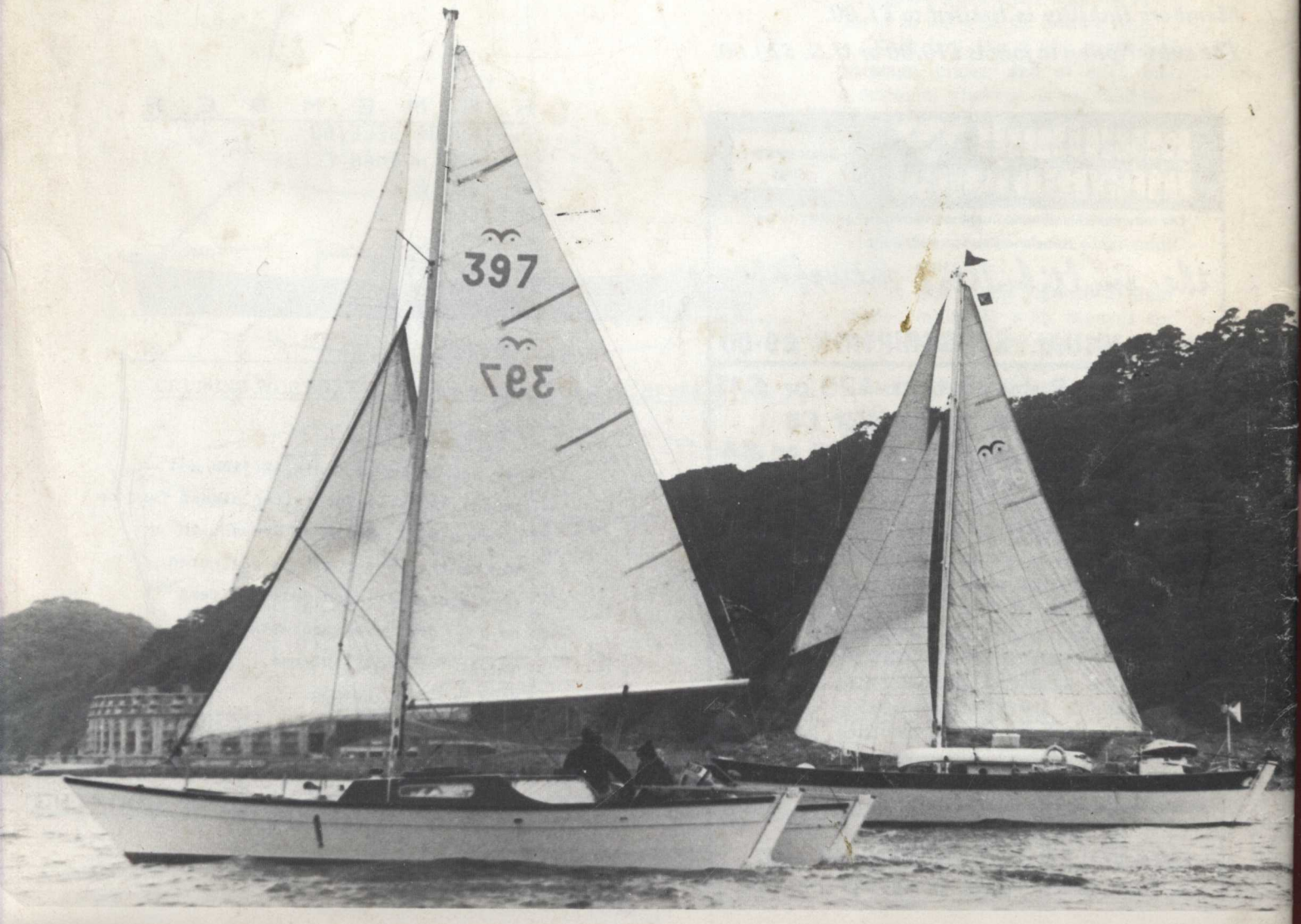
Mike Hodgson, London.

KEEP THOSE CONTRIBUTIONS COMMING





Above. Morris Killern assembling his Tiki 21 with help from Paul Wells
Below. Tane, Unity with Imagine stbd.